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Environmental
assessment and
section 4(f)
evaluation,
Judith River-west
of Winifred
BR 9014(16)...

Environmental Assessment and Section 4(f) Evaluation

Judith River - West of Winifred
BR 9014 (16); Control No. 2475
Fergus County, Montana

U.S. Department of Transportation
Federal Highway Administration
and the
State of Montana
Department of Transportation

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ENVIRONMENTAL ASSESSMENT
and
SECTION 4(f) EVALUATION
for
JUDITH R-W OF WINIFRED
BR 9014 (16)
(P.M.S. Control № 2475)
in
Fergus County, Montana

This document is prepared in conformance with the *Montana Environmental Policy Act (MEPA)* requirements and contains the information required for an Environmental Assessment under the provisions of ARM 18.2.237(2) and 18.2.239. It is also prepared in conformance with the *National Environmental Policy Act (NEPA)* requirements for an **Environmental Assessment** under 23 CFR 771.119, and *Section 4(f)* of the *U.S. DEPARTMENT OF TRANSPORTATION Act* under 23 CFR 771.135.

Submitted pursuant to:

42 U.S.C. 4332(2)(C), 49 U.S.C. 303

and

Sections **2-3-104, 75-1-201, M.C.A.**

by the

U.S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration

and the

MONTANA DEPARTMENT OF TRANSPORTATION

Submitted by: Karl M Helvik Date August 30, 1999
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I. Purpose and Need for Action

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I. PURPOSE and NEED for ACTION

A. Project Location

The project area is located in north-central Montana west of Winifred, a small community in northwest Fergus County. The MONTANA DEPARTMENT OF TRANSPORTATION (MDT), in cooperation with Fergus County, plans to improve transportation on an "off-system" road connecting Winifred and Denton by replacing a bridge over the Judith River. The existing bridge is located approximately16 kilometers (km) (10± miles) west of Winifred and is locally known as the "Fullerton" (or "Anderson") Bridge. Lewistown, the county seat, is about 56 km (35± miles) south-southeasterly of the river crossing. The route carries an MDT "off-system" inventory #`X-14001`, and is designated "Thrill Hills Road" by the county's Planning Office. The present bridge is at km 15.3± (Mile/"Reference" Post 9.5±) from the former's easterly beginning at its junction with Montana Secondary highway #`236` westerly-of Winifred. **FIGURE 1** shows the general location of the project area in Montana and in northwesterly Fergus County.

The proposed bridge replacement is located at the Judith River crossing on the gravel-surfaced county road between westerly-of Winifred and `S-547`'s northeasterly end northeasterly-of Denton. At this site, the Judith River flows northerly on its way toward joining the Missouri River some 21 km northerly (13± miles downstream). The terrain near the river crossing is flat and the general project area can be characterized as being within the open plains or shortgrass prairie physiographic region. Native vegetation on the floor of the Judith River valley is dominated by mixed grasses with stands of cottonwood, although much of the area surrounding the crossing is under cultivation or irrigation. The adjoining valley slopes are steep with deeply incised drainage channels. Stands of conifers and sagebrush are common along this proposed project's portion of the Judith River valley.

This proposed bridge replacement lies-in the NorthWest ¼ -SouthEast ¼, and the NorthEast ¼ - SouthWest ¼ of Section 30 in Township-21-North, Range-17-East, M.P.M. A map showing the location of this bridge replacement project is on **FIGURE 2**.

B. Description of the Project

This proposed action will replace the existing bridge with a new structure and approaches built both for greater safety, and to accommodate larger, and/or heavier loads. The existing bridge was built in 1910, and consists-of a 45.7± meter (m) (150.0 foot) long through-truss with a 7.9± m (26.0 foot) long timber approach span on the east end. The two-span bridge has a 4.9± m (16.0 foot) wide timber deck, and a vertical (overhead) clearance of 3.0± m (9.8± feet) above its main span. The gravel-surfaced approaches to the existing bridge are typically 6.1± m (20± feet) wide.

Photos of the existing bridge are shown in **PLATE 1**.

A new 68.0 m (223.1± foot) long by 7.2 m (23.6± foot) wide bridge is proposed for the Judith River crossing west of Winifred. The new bridge will have a concrete deck and its supporting structure will consist of steel plate girder beams set on two concrete pier shafts with footings. The bridge will be constructed on a new alignment slightly downstream from the existing bridge and will cross the channel at a 20° skew.

The length of the bridge span over the main channel of the river has been maximized.

The proposed action will also construct gravel-surfaced approaches connecting the new bridge to the existing roadway. The approaches are proposed to have an 8.6 m (28.2± foot) roadway width for two 3.6 m (11.8± foot) wide driving lanes and a 0.7 m (2.3± foot) wide shoulder along either side. The horizontal and vertical alignment of the new approaches will depend upon the selected bridge site, the elevation of the new bridge deck, and the required transitions to existing roadway (see **Part II.**, following).

C. Project Funding

Off-system bridges (bridges not on Interstate, National Highway System, Primary, Secondary, or Urban routes) are owned-by the counties or communities in which they are located. MDT inspects off-system bridges as required by the Federal Highway Administration (FHWA), and occasionally designs and/or builds some county-owned structures. In this project's instance, Fergus County owns the present "Fullerton" ("Anderson") Bridge.

The MDT receives limited funding for bridges through the Highway Bridge Replacement and Rehabilitation Program (HBRRP) funded under the Federal Highway Trust Fund. HBRRP program funding is 80% federal with a 20% state match. Thirty-five percent of the funds allocated to the State's HBRRP are dedicated-to off-system bridges. The HBRRP allocates funds to Montana's five financial districts based-on need. The funds are then distributed to counties on a priority basis. Lists are sent-to counties showing which bridges are eligible for off-system funds, and priorities for rehabilitation or replacement are assigned by the local government. Counties must nominate off-system bridges to be improved.

Fergus County has nominated this bridge for replacement rather-than rehabilitation.

D. Road and Bridge Use

The "Thrill Hills Road" is important for transportation across, and access to/from the lower Judith River valley between Winifred and Denton in northwest Fergus County. The county road and the Judith River crossing west of Winifred are used principally by local traffic including residents of nearby farms and ranches, school buses, farm equipment, and delivery trucks. This route also serves seasonal recreational traffic for both the Upper Missouri Wild and Scenic River corridor to the north, and the local area.

The route is often used for through travel between Winifred and Denton since it is substantially shorter-than other routes linking these communities. Using the county road to travel between Winifred and Denton is at least 14.8± km (9.2± miles) shorter-than the nearest alternate routes between those communities (*i.e.*: Montana Highway № 81-U.S. Highway № 191-Secondary highway #236).

MDT estimates that the average daily traffic on this section of county road is about 40 vehicles per day. The projected average daily traffic volume for the year 2018 at this location is estimated to be 50 vehicles per day.

E. Current Deficiencies

The "Fullerton" ("Anderson") Bridge west of Winifred is a 90-year-old steel through-truss structure that has been found to be **structurally deficient** by MDT based-on its Sufficiency Rating. The existing bridge had a Sufficiency Rating of only 4.0 on a 100-point scale (see copy of INITIAL ASSESSMENT FORM FOR STRUCTURE dated March 2, 1998 in **APPENDIX B**) based on its most recent condition evaluation review. The Sufficiency Rating is a composite of several ratings of individual bridge items that rate the structural condition and geometry of the bridge. A bridge with a low rating on structural items will be designated as "structurally deficient" and a bridge with a poor rating for geometry items will be designated as "functionally obsolete."

The present bridge is in poor condition. The transverse deck flooring shows moderate decay on the ends and surface. All steel surfaces of the truss are moderately corroded. Loop-ended tension members that make up the bottom chords are not evenly loaded. In fact, one lower chord member is broken, applying all tension to the remaining parallel member. Backwall and wingwall planks at two of the bridge's abutments are moderately decayed and anchor bolts at one of the abutments is bent and corroded. The steel column casing on one of the bridge's piers is cracked. Copies of photographs and inspection comments in that INITIAL ASSESSMENT FORM FOR STRUCTURE in **APPENDIX B** document deficient conditions at the existing bridge.

The primary reasons this bridge must be replaced are discussed below:

- The existing bridge currently has a posted load limit of 5.4± metric tonnes (6 tons), and any larger-than-normal loads cannot safely cross this structure. This inconveniences road users and any local residents, and may in some extreme cases (*i.e.*: the need-for emergency services) put lives and/or property at-risk. Oversize and overweight vehicles must use alternate routes to travel around the restricted Judith River crossing west of Winifred.
- The existing structure does not meet MDT's optimal widths for (two-lane) roadways, and serves just one lane of traffic. The existing bridge is only 4.9± m (16.0 feet). MDT's normal width for a two-lane bridge is 7.2 m (23.6± feet) which is sufficient to provide two 3.6 m (11.8± foot) wide driving lanes on the bridge deck. Likewise, the approaches to the existing bridge average only 6.1± m (20.0± feet) wide, while MDT's proposed approaches are intended to match the width of a new bridge's deck.
- The existing bridge has a vertical clearance of 3.0± m (9.8± feet). Overhead members on the existing bridge severely limit the height of vehicles that can cross the structure.
- The existing horizontal alignment on its westerly approach includes a sharp bend (*i.e.*: a 90° "corner"). Both approaches ascend somewhat abrupt grades to the present crossing, thereby further reducing driver visibility (which is already restricted by the narrow, one-lane bridge). None of these conditions are consistent-with observed driving speeds of 55 to 65 km/hr (35-40 MPH) for the "Thrill Hills R$^{d.}$" on either side of its present crossing.

For these reasons, Fergus County has nominated the bridge for replacement rather-than rehabilitation. Bridge rehabilitation at this site is not a reasonable option due-to the existing structure's low load carrying capacity, poor overall condition, limited bridge width and height, and the poor horizontal alignment on its west approach.

F. Traffic Safety and Efficiency

MDT's accident analysis shows there were no investigated/reported accidents on or near the existing bridge over the ten-year period beginning January 1, 1988 and ending December 31, 1997. However, inspections show physical damage to the bridge's railings and overhead members caused-by vehicle collisions. Even-though the accident history at the crossing is not significant, the sharp curve on its westerly approach and the potential for vehicle conflicts on this relatively narrow bridge with restricted overhead clearance are conditions that could contribute to accidents at this location.

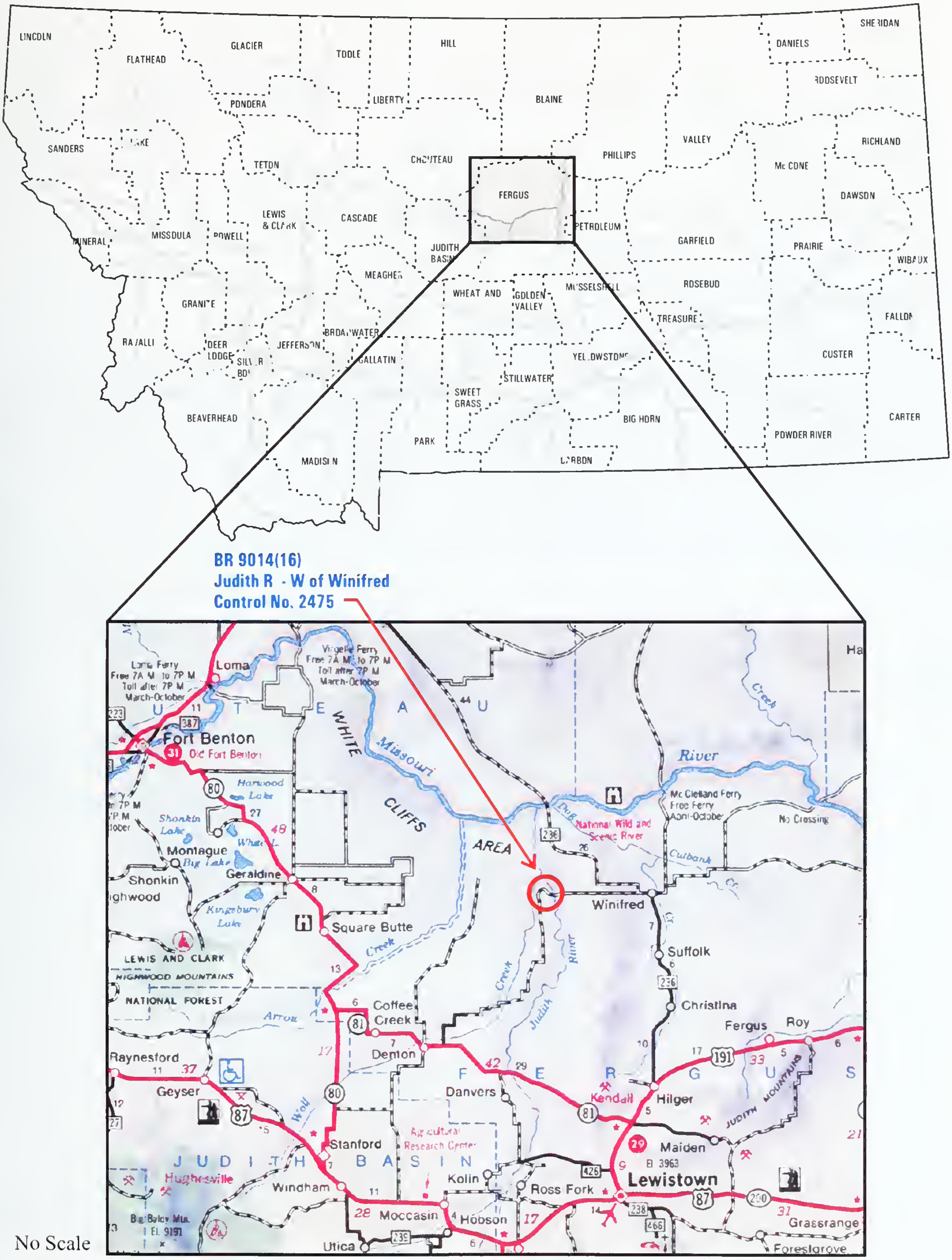
Building a new bridge with a wider driving surface and no overhead clearance restrictions will provide a safer facility for road users. The new bridge will eliminate potential conflicts from vehicles meeting on the structure and/or by overheight vehicles traveling across the bridge.

A new bridge will also provide a substantial improvement in overall public safety. The load restrictions imposed on the current bridge forces oversize and overweight emergency vehicles to use alternate routes that may increase emergency response times. Providing a new bridge will help reduce emergency response times and decrease the risk to life and/or property.

Another result of this proposed bridge replacement will be a more efficient facility for road users. The new bridge will have a load rating of 32.7± metric tonnes (36 tons). The restricted load capacities of the present structure or the potential closure of the bridge due-to a structural failure, would lengthen driving times and distances if the traveling public must use alternate routes.

Figure 1: Project Vicinity Map

No Scale



BR 9014(16)
Judith R - W of Winifred
Control No. 2475

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Figure 2: Project Location Map

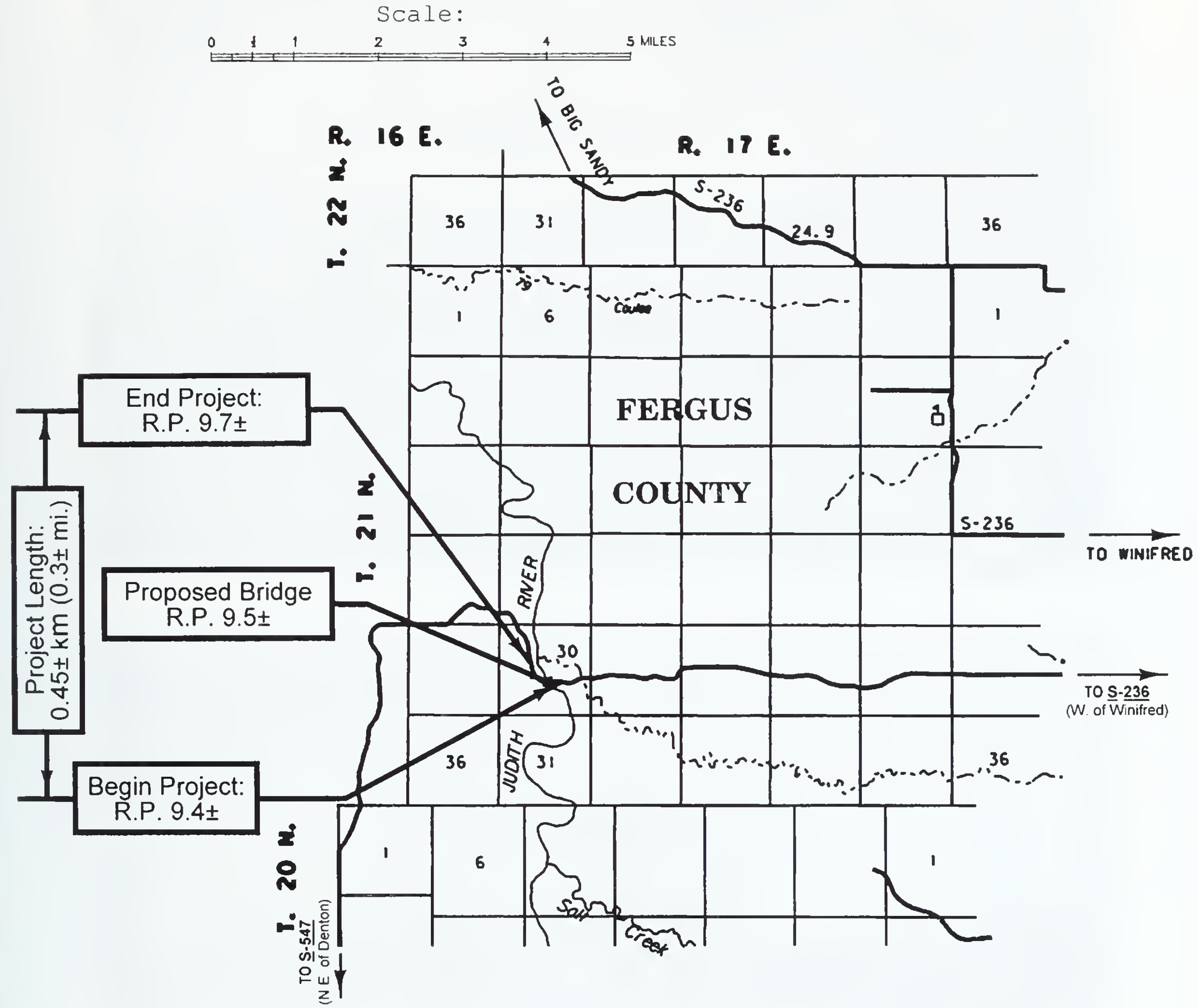
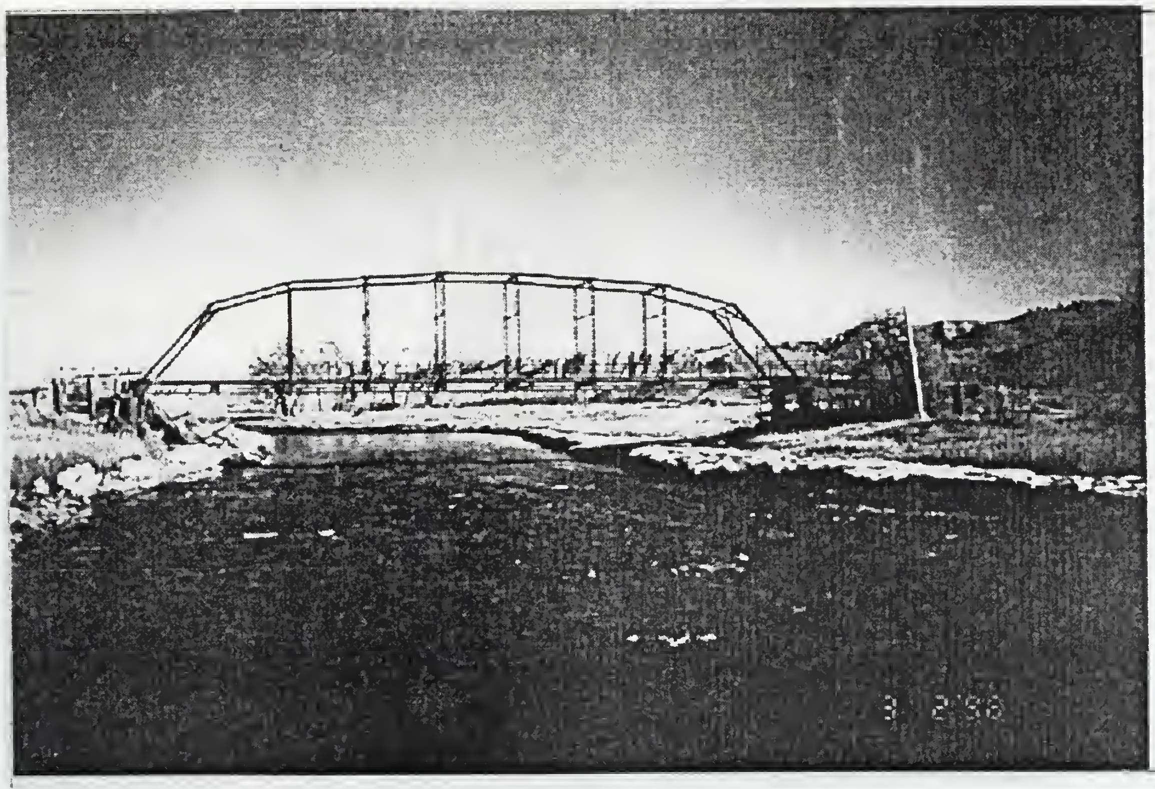
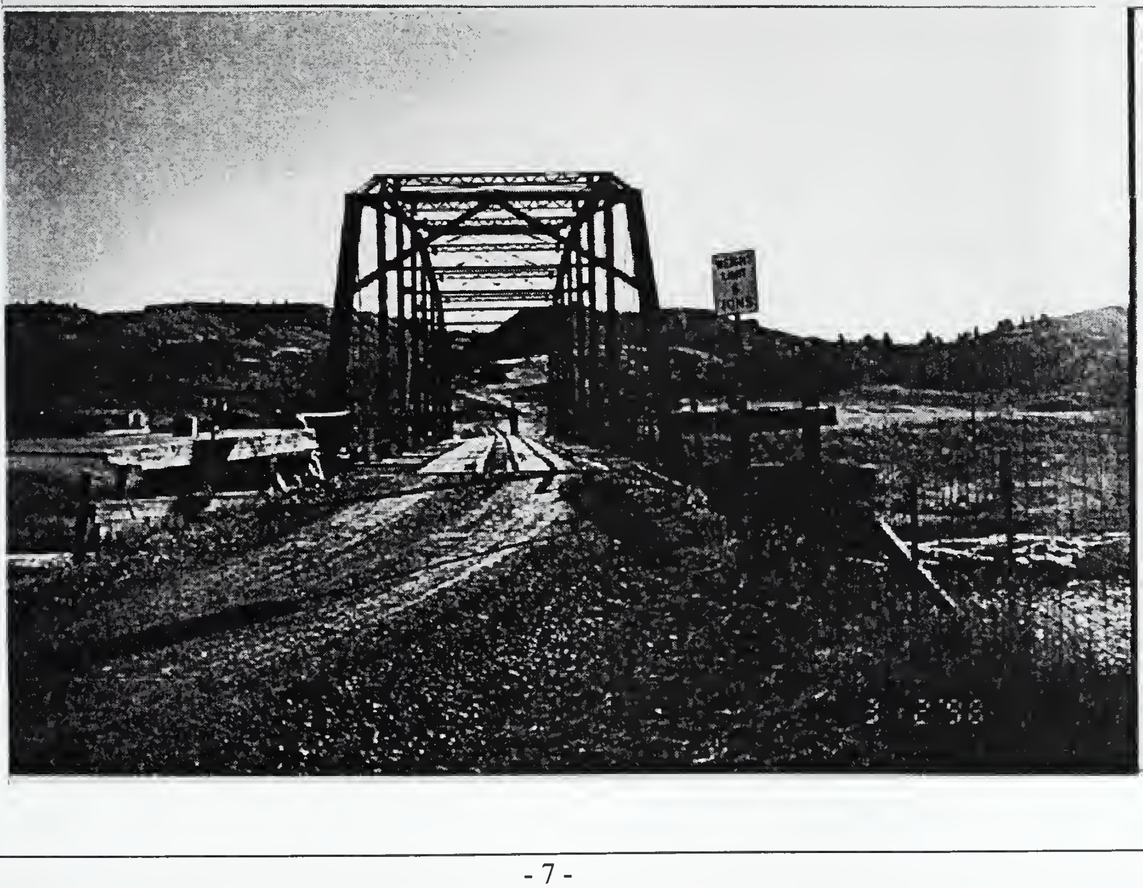


PHOTO PLATE 1: Photographs of Existing Bridge





II. Alternatives Considered

II. ALTERNATIVES CONSIDERED

A. Introduction

Montana highways and bridges are intended -o meet or exceed recommended minimum geometric standards. MDT's geometric standards are based-on design policies and guidelines established by the AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO). Since MDT is acting on behalf and in the interest of Fergus County, this project will be developed to conform-with both MDT's "Bridge Design Standards" and current AASHTO Standard Specifications. The proposed approaches to the new structure will be based on MDT's "Road Design Manual."

Six alternatives for the proposed action are identified and examined in this Part. The following text discusses the range of alternatives initially considered, identifies a Preferred Alternative, and discloses why that alternative is "preferred" over the others considered-for this proposed bridge replacement project.

B. Alternatives Considered

Alternatives initially-considered for this proposed action were the No Build Alternative, closing the bridge, rehabilitating the existing bridge, and Build Alternatives including several options (alternates) to construct a bridge on a new location. These alternatives are described below:

1. The No Build Alternative

The No Build alternative (also known as the "do nothing" or "no action" alternative) involves no work to improve or correct deficiencies that exist at the "Fullerton" ("Anderson") bridge. This alternative would not change the existing bridge or its approaches; however, the roadway and structure would continue to receive minor actions needed to maintain the facilities for public use.

The only direct costs of this alternative are those associated with maintenance activities. There would be no impacts on adjacent residential or agricultural land uses, or changes in access due-to the acquisition of new right-of-way and the realignment of the existing road. There would be no loss of habitat for wildlife or fish adjacent-to or in the Judith River, and no changes to the visual appearance of the project area with this alternative.

2. Close the Existing Bridge

This alternative would close the existing bridge and assumes no actions would be undertaken to maintain or improve the structure. Since the structure would not be available for use, the public could no longer travel between Winifred and Denton on this county road. The project area would continue to be accessible by road from either side of the Judith River. The lack of a crossing at the Judith River would change the primary function of the existing road from accommodating public travel through the northwest portion of Fergus County to that of providing local access to residences, cultivated and pasture lands in the project area.

This alternative does not involve construction and would not cause new impacts on the adjacent lands or the Judith River in the project area. The public would be required to use (an) alternate route(s) for travel through this part of Fergus County.

3. Rehabilitate the Existing Bridge

Rehabilitation of the existing bridge consists of salvaging usable parts from the structure and installing new members and pieces where needed. The original structure would likely be left standing in-place while undergoing repairs. Rehabilitating old bridges, particularly historic bridges, is a fairly common practice since old bridges often serve as symbols of the past and as important landmarks in the local community.

The environmental impacts of rehabilitating the existing bridge would be less-than those associated with building a new structure since this alternative retains the existing length, alignment, and structural system of the old bridge. Rehabilitation of the structure would not require any substantial changes to its approaches. Structural renovations could be made to increase the load rating of the bridge while maintaining its appearance and character. However, this alternative would not change the existing structure's one-lane width and/or vertical clearance limit, nor would it correct the visibility restrictions at this location.

4. Build Alternatives

Several build alternatives were considered for this proposed action that would provide a new bridge at locations either immediately up or downstream from the present structure. For convenient reference, the build alternatives considered are identified as follows:

- **"Preliminary Alignments"** - Crossing Options Upstream from existing bridge
- **Alternate "A"** - Cross 15± m (about 50 feet) Downstream from existing bridge
- **Alternate "B"** - Cross 30± m (about 100 feet) Downstream from existing bridge

FIGURE 3 shows the build alternatives in relation to the existing road and bridge.

All build alternatives would provide a new bridge with a 7.2 m (23.6± foot) wide roadway capable of accommodating two-way traffic. The new bridge would typically have a service life of between 75 and 100 years, and require little maintenance over the foreseeable future. All of the build alternatives would include a new bridge able to safely carry 32.7± metric tonne (36 ton) loads. Approach construction associated with the build alternatives would provide a new 8.6 m (28.2± foot) wide roadway with a gravel surface. Varying amounts of new right-of-way would be required for the build alternatives, but no relocations of residents would be necessary.

For all build alternatives, the present road and bridge would remain in-service as a detour during the construction of the new bridge and its approaches. This allows continued through-traffic on the route, and should not cause major inconveniences to local residents. Following construction, the old bridge would be removed if no responsible party/ies "adopted" it in-place, and abandoned areas of the old road reclaimed.

A more complete description of the build alternatives is presented below.

a) "Preliminary Alignments" – Crossing Options Upstream from Bridge

MDT considered two "preliminary alignments" which would provide a new river crossing upstream from the existing bridge. The new crossing would be built on a tangent (straight) alignment about 15 m (50± feet) upstream from the present bridge. The "preliminary alignments" would also substantially modify the curve on the west approach to the crossing. The upstream alignment options were initially proposed since downstream alignments required the relocation of an irrigation inlet.

The west approach to the new bridge would be reconstructed with an alignment incorporating either 75 m (246± feet) or 145 m (476± feet) radius curves. These alignment options would accommodate 50 km/hr (30± MPH) and 65 km/hr (40± MPH) observed speeds, respectively. The "preliminary alignments" would require about 137 m (450± feet) of new approach construction east of the new crossing and between 305 and 457 m (1,000± & 1,500± feet) of new road construction on the west side of the crossing. In total, as much as 594 m (1,950± feet) of road work would be required by the construction of a "preliminary alignment." Although reconstruction of the east approach would not disrupt an existing farm residence and outbuildings, rebuilding the west approach would sever a large irrigated hay field and require substantial amounts of new right-of-way from the adjoining landowner.

b) Alternate "A" – Cross 15± m (50± feet) Downstream from Bridge

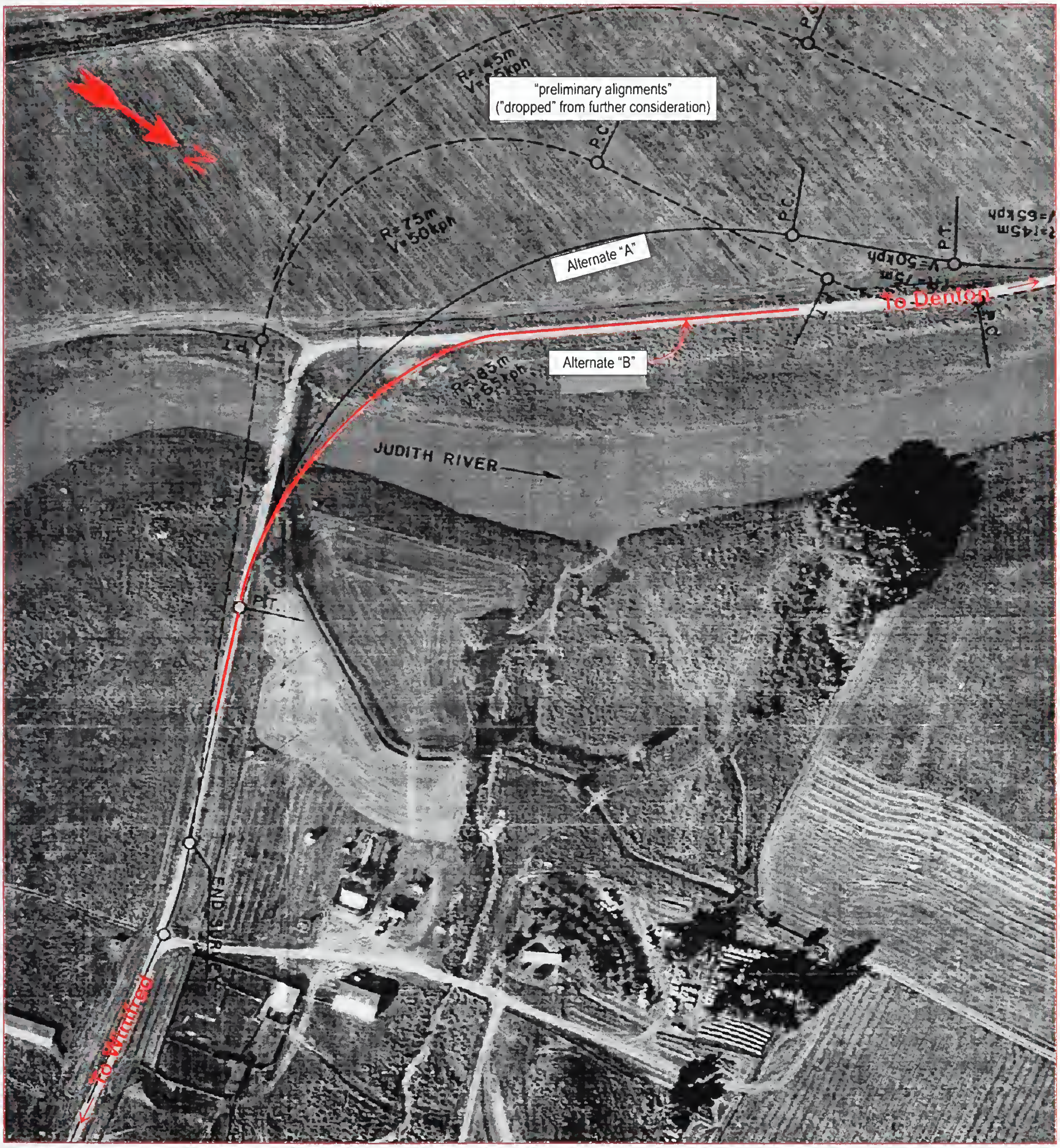
Alternate "A" would provide a new bridge over the Judith River at a site approximately 15± m (50 feet) downstream from the existing bridge. The new bridge would be constructed on a skewed alignment incorporating an 85 m (280± feet) radius curve and accommodating a 65 km/hr (40± MPH) observed speed. This alignment was proposed by MDT after the field review when it was determined that relocating the irrigation inlet was not a major concern.

Road work associated with Alternate "A" would begin on the existing alignment about 137 m (450± feet) east of the proposed bridge and end about 305 m (1,000± feet) northwest of the new structure. The proposed road work would improve the horizontal alignment of the approaches to the new bridge and to transition the new approaches to the existing roadway. A slight grade raise would be required to maintain existing freeboard clearance beneath the new bridge. Due to the variation from the existing alignment, right-of-way would be required for the new crossing and its approaches.

c) Alternate "B" – Cross 30± m (100± feet) Downstream from Bridge

Alternate "B" also involves constructing a new bridge across the Judith River, which will be about 30 m northerly (100± feet downstream) from the existing structure. This proposed new alignment crosses the channel roughly north-northwesterly (*i.e.*: at about a 20° skew), and the approaches would be tied-into the existing alignment with a 150 m (492± feet) radius curve on the east approach and a 100 m (328± feet) radius curve on the west approach. This proposed alignment will not change the 60 km/hr (40± MPH) observed speed on this portion of the county's "Thrill Hills Road."

FIGURE 3: Build Alternatives Considered



No Scale

The road work required for this alternate begins about 205 m (675± feet) easterly of the proposed bridge, and continues on a new alignment to join the existing roadway about 82.5 m (about 270 feet) northwesterly-of the proposed bridge. The grade of the proposed alignment will be raised about 2 m (6.5± feet) above the existing crossing to maintain an adequate vertical clearance ("freeboard") over high-water flows.

Like Alternate "A", this proposed alignment requires right-of-way/easements throughout its length. Also, the irrigation intake pipe just downstream from the present bridge's easterly abutment will need to be relocated.

C. Alternatives Eliminated from Consideration

The alternatives identified in this section were not advanced for this proposed action. The reasons that these alternatives were eliminated from consideration are also clearly discussed. The factors used to determine if an alternative should no longer be considered for this proposed action were:

- Does the alternative meet the purpose and need specified in **Part I.** of this Environmental Assessment?
- Does the alternative result in adverse environmental impacts?

and/or

- How acceptable is the alternative to affected landowners and Fergus County?

1. Close the Existing Bridge

The alternative of closing the bridge was dropped from consideration as it (also) fails to meet the specified purpose and needs for this proposed project. Such a closure would eliminate through traffic on this important road in northwest Fergus County. The nomination of the bridge for replacement suggests that closing the bridge and consequently eliminating through traffic on route is inconsistent with the intentions of Fergus County to maintain traffic on the route.

Although the project area would continue to be accessible by road from either side of the Judith River, local residents, and the traveling public would be unduly inconvenienced by this alternative. Closure of the bridge would limit or entirely eliminate access for a local resident to farmlands and pasture on the west side of the Judith River. Motorists wishing to drive between Winifred and Denton would be required to travel between 14.8 and 157.4 km (9.2± & 97.8± miles) further if this county road was no longer open to through traffic. School busses, farm services suppliers, postal and package delivery services, and emergency services providers could no longer efficiently travel through this portion of the county if the bridge were closed.

Therefore, the Judith River crossing needs to be replaced to ensure traffic can be maintained on the county's "Thrill Hills Road." The proposed new crossing will then serve the kinds of vehicles that would normally use this rural route over the foreseeable future.

2. Rehabilitate the Existing Bridge

Rehabilitating the existing bridge was eliminated from further consideration since the (renewed) structure would not meet AASHTO's recommendations and/or provide a facility for the observed traffic speeds/two-lane road width.

The latest Sufficiency Rating of 4.0 on a 100-point-scale suggests-that the bridge has deteriorated to a level where its structural adequacy is questionable and its useful life has been expended.

Even if rehabilitation were to occur, the majority of the bridge would still be more than 90 years old, and original structural components (like pin connections and pier foundations) would need to be thoroughly investigated and constantly monitored to ensure their adequacy. At-best, the service life of the bridge would be extended by 20 to 25 years through a general rehabilitation. Salvage of the bridge would be unlikely after that time.

Additionally, Fergus County nominated this bridge for replacement rather-than rehabilitation. Rehabilitating the structure would not be consistent with the intentions of the local government. This bridge has fulfilled its useful life and needs to be replaced not rehabilitated.

3. "Preliminary Alignments"

MDT's initial "Preliminary Alignments" were developed based-on the assumption that relocation of an irrigation inlet structure located immediately downstream from the present bridge would cause problems with the operation of an adjacent landowner's irrigation system. For this reason, two options for a river crossing immediately upstream of the existing structure were proposed. Following a preliminary field review and discussions and review with the affected landowner, MDT learned-that relocating the irrigation inlet would not be a substantial concern. For this reason, and as new approach construction on the west side of the river would severely impact a large irrigated hay field, these initial alignments were subsequently dropped in favor of locating the crossing downstream from the existing bridge.

4. Alternate "A"

This alternative was dropped from consideration due-to opposition from the adjoining landowners. MDT personnel met-with affected landowners on January 7, 1997 during a field review to discuss the proposed alignment of Alternate "A." Landowners expressed concern over the effects of the alternate on the irrigated field on the west side of the river and requested MDT to develop an alignment with the least possible impact to adjoining irrigated fields.

D. No Build Alternative

This alternative would not improve the existing bridge that has been designated-as "Structurally Deficient" based-on detailed periodic inspections by MDT. This No Build alternative does not meet the purpose and need (as described under **Part I.**, preceding) for this proposed project. However, this alternative is retained for the purposes of providing a contrast or comparison with the Preferred Alternative.

E. Preferred Alternative

Alternate "B" is MDT's "Preferred" Alternative, and is the only build alternative being analyzed in detail within this Environmental Assessment (EA). As indicated previously in this Part, this alternative provides a new bridge about 30 m northerly (100± feet downstream) from the existing structure on a slightly "skewed" alignment.

1. Reasons for Selection

Alternate "B" has been identified as the Preferred Alternative for the proposed Judith River bridge replacement west of Winifred. This alternative is MDT's "preferred" due-to the following:

- the proposed alignment for the new bridge and its approaches is consistent with both this proposed project's purpose and need (see **Part I.**, preceding), and the observed speeds along its portion of the county road;
- the location is favored by the adjacent landowners as it minimizes impacts to agricultural operations including an irrigated hay field on the westerly side of the river;
- the proposed alignment improves sight distance at the crossing;

and

- the existing bridge and roadway can remain in-service during construction, resulting in savings for traffic control and detour costs.

Alternate "B" was "preferred" since the No Build alternative doesn't satisfy the purpose and need for improvements at the river crossing. The present bridge is about 90-years old, and is considered structurally deficient. The bridge is too narrow to safely provide for two lanes of traffic, and current load limitations prohibit use by trucks carrying otherwise legal-weight loads.

Fergus County would also continue to be liable for the operation and maintenance of a chronically deteriorating structure if no action is taken to replace the bridge. This liability could become more costly as the structure continues to age and deteriorate and the risk of a failure increases. The limitation on the use of the bridge by some large vehicles inconveniences local residents and could potentially place property and lives at risk in extreme emergencies like fires. A bridge failure would severely inhibit transportation in this part of the county and require a lengthy detour around the crossing.

Conditions relating-to the No Build Alternative provide the basis for establishing the Purpose and Need for this proposed action as-stated in **Part I.** That **Part I.** of this EA suggests-that the No Build Alternative does not meet the traveling public's needs as it:

- ☐ does not correct deficient structural conditions and/or the limited vertical clearance associated with the existing bridge;
- ☐ fails meet MDT's optimal width for two-lane roadways;

and

- ☐ would not improve an alignment which restricts driver visibility at the river crossing.

2. Description of MDT's Preferred Alternative

The proposed new Judith River bridge will have an overall length of 68.0 m (223.1± feet), and a deck width of 7.2 m (23.6± feet) between its guardrails. The new three-span bridge will have 11.0 m (36.1± foot) long approach spans on each end, and a 46.0 m (150.9± foot) long center span. The deck will be steel-reinforced concrete, and include both new bridge and approach guardrails. The new bridge will use steel plate girder beams set on pile-cap end-bent abutments placed outside the main channel due to the severity of ice-jams at the present crossing. Embankment protection ("rip-rap") will also be placed below the abutments at each end of the proposed new bridge.

The proposed road work will begin about 180 m (590± feet) easterly of the present bridge, and continues on a new alignment prior-to covering the existing road about 114 m (375± feet) north-northwesterly of that (existing) crossing. That latter proposed north-northwesterly approach will extend another 174± m (570± feet) northerly on a maximum grade of 2.2% down to the existing "Thrill Hills Road's" elevation. Both proposed approaches will be an 8.6 m (28.2± foot) wide roadway with gravel surfacing. These approaches will use 4:1 shoulder slopes, and include cattleguards beyond the new bridge's ends. A new field access is also proposed over the present roadway from the north-northwesterly approach's southwesterly side.

The irrigation facilities (portable pump, piping, and irrigation ditch) affected-by the proposed bridge replacement will be perpetuated. The irrigation inlet located near the northeast corner of the existing bridge will be moved downstream and a new section of irrigation ditch will be constructed to maintain the facilities.

The current estimated total cost for the project is $630,000 that includes 10% for mobilization, 10% for contingencies, and 15% for construction engineering.

III. Affected Environment & Environmental Impacts

III. AFFECTED ENVIRONMENT and ENVIRONMENTAL IMPACTS

A. Introduction

The social, economic, and environmental factors and resources likely to be affected by this proposed JUDITH R-W OF WINIFRED bridge-replacement project were reviewed during this EA's development. This review involved cooperation between MDT, Federal and state agencies, Fergus County officials, affected landowners, and the general public.

This section discusses the impacts of implementing either MDT's Preferred Alternative or taking no action. As indicated in **Part II.**, previous, the No Build Alternative is being analyzed for the purposes of providing a contrast or comparison with the Preferred Alternative. Only the impacts with a reasonable possibility for individual or cumulative impacts are assessed under this section. Where appropriate, measures to mitigate the adverse environmental impacts of these projects are discussed at the end of each section.

Project Issues

Contacts with federal and state agencies, local government, and the public helped identify issues or concerns relevant-to the proposed action. These issues are highlighted below:

- Several planning considerations pertaining to the unique hydraulic characteristics of the Judith River in the vicinity of the proposed crossing were highlighted by the Montana Department of Fish, Wildlife & Parks (MDFW&P) and the Montana Department of Environmental Quality's (MEDQ's) Water Protection Bureau. The issues identified-by the agencies included the number of piers to be placed in the channel, the extent of "rip-rap" bank protection, the occurrence of ice-jams in this area, and the project's effects on bedload movement within the river channel. MDT's proposed bridge-replacement project is being developed with these planning considerations in mind.
- The MDFW&P also indicated-that this section of the Judith River has important fishery values for both cold and warm water species, and requested that MDT consider this in planning for the proposed new bridge.
- Adjacent landowners were very concerned about potential adverse effects on irrigation facilities and irrigated fields near the proposed river crossing. As a result, MDT developed an alignment (the Preferred Alternative) to minimize impacts on agricultural operations but still meet the project's intended purpose and need.

These and other (minor) issues relevant-to this proposed action are discussed in the following sections.

B. Environmental Impacts

1. Land Use Impacts

The project area is rural in nature and the adjacent lands are used predominantly for raising irrigated crops, growing dryland grain, and grazing livestock.

A residence and buildings associated-with a farm exist northerly of the present road, and easterly of the Judith River.

Impacts of the Preferred Alternative - The Preferred Alternative will impact minor amounts of agricultural lands, but will not affect the residence or farm buildings located in the project's area. This proposed action will not substantially change or eliminate access-to adjacent properties within the project corridor. The improvements associated-with the Preferred Alternative will not cause notable changes to existing land uses, encourage new or undesirable growth and/or development, or substantially alter real property values.

Impacts of the No Build Alternative - The No Build Alternative would not impact existing land uses and property values or inhibit future development in the project area.

2. Important Farmlands

The U.S. DEPARTMENT OF AGRICULTURE's Natural Resources Conservation Service (NRCS, formerly the Soil Conservation Service) has identified soils as "Prime Farmland" existing on both sides of the Judith River within this proposed project's area. These are shown-on their IMPORTANT FARMLANDS map for Fergus County (West Half).

Impacts of the Preferred Alternative - Construction of the Preferred Alternative will directly convert 0.6± hectares/ha (1.5± acres) of this "Prime Farmland" for the proposed right-of-way.

A Farmland Conservation Impact Rating form (#AD-1006) was processed for this project in accordance with the *Farmland Protection Policy Act* (*FPPA*, **7 U.S.C. 4201**, *et seq.*). The *Total Points* for this project's Site Assessment Criteria were 133. Since these *Total Points* were less than 160, no further consideration for protection is necessary and no additional Important Farmlands evaluations will be made for this proposed project. It was not necessary to submit that completed #AD-1006 form to the NRCS, but a copy is provided-in **APPENDIX A.**

Impacts of the No Build Alternative - The No Build Alternative would not cause any conversion of designated Prime Farmland in this proposed project's area.

3. Right-of-Way, Utilities, and Relocations Impacts

The present roadway in the vicinity of the Judith River crossing has been developed within a right-of-way corridor approximately 18 m (60± feet) wide. Adjacent properties are accessible from the county road.

An overhead telephone line is located upstream from the present crossing, and an (overhead) electric distribution line exists just downstream.

Irrigation facilities exist on both sides of the river in the project area. On the easterly side (left bank) of the river, a pumping station is located just northerly-of (and almost beneath) the existing bridge. The landowner places a portable pump in the river at this site to withdraw water for irrigation during the growing season (typically April – September). Both flexible and corrugated steel pipes connect that pump to an adjoining irrigation ditch system. Two small irrigation ditches service a large alfalfa field along the river's westerly side.

Impacts of the Preferred Alternative - The Preferred Alternative will require an estimated 0.86 ha (2.13± acres) of new right-of-way from agricultural lands on this proposed project.

The Preferred Alternative will not require the relocation of any residences or buildings. All lands needed for right-of-way from private ownerships on this proposed project will be acquired by MDT in accordance with both the *Uniform Relocation Assistance and Real Property Act* of 1970 (**P.L. 91-646**, as amended), and the *Uniform Relocation Act Amendments* of 1987 (**P.L. 100-17**, as amended). Compensation for right-of-way acquisitions is made at "fair market value" for the "highest and best use" of the land.

The right-of-way acquired for this proposed project will be conveyed as an easement to Fergus County (in accordance with the provisions of **7-14-2107, M.C.A.**). The portion of the existing route to be abandoned will be obliterated after completion of the new bridge and its approaches. Ownership of the old road and its former easement area will then be vacated, and revert-to the adjacent landowners.

A utility pole servicing the irrigation pump station near the present bridge will need to be relocated. All other utility conflicts will be identified and resolved prior to constructing the new bridge. Notification of service interruptions due-to these relocations will be the responsibility of these utility lines' owners. Such disruptions are normally minor and are usually limited to the customers on the affected lines.

The Preferred Alternative will impact the existing irrigation pump station, piping, and irrigation ditch located on the easterly side of the river just downstream (north) from the current bridge. To remedy these adverse effects MDT will relocate the irrigation inlet further downstream, construct a new concrete headwall and concrete seepage collar, and also construct about 46 m (150± feet) of new irrigation ditch. The proposed new irrigation facilities will not adversely affect the existing system's use. A 0.1± ha (0.3± acre temporary-use) construction permit is proposed for relocating these irrigation facilities.

Impacts of the No Build Alternative - The No Build Alternative would not require any new right-of-way, affect utilities, or cause any relocations in this proposed project's area.

4. Social Impacts/Environmental Justice

There is one farm residence near, and two landowners that will be affected by this proposed project. Contacts with both affected landowners have been maintained throughout this proposed project's development. The affected landowners are not known to be associated-with any disadvantaged social and/or low economic groups.

Pedestrian/bicyclist use of the existing bridge is very sporadic and limited by its distance from any communities and/or recreational areas. The pedestrian use that does occur is generally related-to either seasonal adjacent agricultural (i.e.: irrigation) or sporting (e.g.: fishing/hunting) activities. Such use is also hazardous due-to both the narrow one-lane deck width and the restricted driver visibility at the present crossing.

Impacts of the Preferred Alternative – This proposed action will not affect the population's location, distribution, density or growth rate within this area. This proposed action will not adversely affect any social or ethnic groups nor will it isolate or divide any existing residential areas. This proposed project is in accordance with E.O. 12898, and will not create disproportionately high and adverse human health or environmental effects on minority and/or low-income populations. This proposed action also complies-with *Title VI* in the *Civil Rights Act* of 1964 (**42 U.S.C. 2000d**, as amended) under the FHWA's regulations (23 CFR 200).

This proposed project's Preferred Alternative will not have any special features (*i.e.*: sidewalks) for pedestrian use. However, both the proposed wider approach roadways and bridge deck width will better serve both pedestrians and bicyclists. It will also greatly improve visibility for both pedestrians/bicyclists and drivers using the facility. Therefore, safety for all will be enhanced/ improved, and it will also accommodate the increase (if any) in pedestrian/bicyclist use/traffic.

This alternative will provide traffic safety benefits and a more efficient facility for road users both through the construction of a wider roadway and bridge, and the enhancement of sight distances at the river crossing. The Preferred Alternative will allow previously-restricted large trucks, farming implements, and/or service vehicles to cross the bridge. The improvement of this route will benefit the providers of emergency services by reducing response times from either Winifred or Denton to the outlying areas. The proposed action will indirectly benefit local school districts by ensuring continued use of the county road as a school bus route.

Impacts of the No Build Alternative - This alternative would not require the acquisition of land for right-of-way, and would not displace households, businesses, or other areas used for human activities. Taking no action would not influence population growth or distribution-in/adjacent-to the project area. Under the No Build Alternative, weight restrictions imposed on the use of the bridge would continue influence the selection of efficient travel routes for drivers of oversize and overweight vehicles passing through this part of Fergus County. Pedestrian/ bicyclist safety would also not be improved, and be further jeopardized should such use/vehicle traffic increase.

5. Economic Impacts

The economy of the project area is agriculturally-based, and consists-of growing irrigated or dryland crops and/or raising livestock. Lewistown is the economic center of Fergus County, while most goods and services can be locally-purchased in either Winifred or Denton.

Impacts of the Preferred Alternative - The Preferred Alternative will require about 0.86± ha (2.13± acres) of new right-of-way (for a permanent easement) from adjacent landowners. This acquisition will permanently remove this minor amount of property from the tax rolls, and taxes paid on the land will be lost to Fergus County. This loss in property taxes will have a negligible effect on revenues for the county. This decrease will likely be offset if abandoned sections of the existing easement are returned-to the adjacent landowners upon the completion of this proposed project. The minor amount of property tax revenue lost will also be offset as the county won't be incurring expenses for labor and materials to repair the old bridge.

Construction of this proposed project's Preferred Alternative will temporarily create jobs and the need for local goods and services. This could result in short-term economic benefits to the surrounding communities of Winifred or Denton. The Preferred Alternative will not cause any long-term changes in the economy of this proposed project's area or within Fergus County.

Impacts of the No Build Alternative - This alternative would not require any new right-of-way from adjacent landowners or eliminate any taxable property from the county's rolls.

6. Floodplains

E.O.11988 and FHWA's floodplain regulations (23 CFR 650, Subpart A) requires-that the effects of the proposed action be evaluated to determine if any of its alternatives encroach on the "base" floodplain. That "base" floodplain is the area covered-by water from a "100-year" flood.

The "100-year" flood represents a flood event that has a 1% chance of being equaled or exceeded in any given year.

No floodplains delineated under Federal Emergency Management Agency (FEMA) criteria exist at this Judith River crossing. Although Fergus County regulates FEMA-delineated floodplains, no Floodplain Development Permit will be required for this proposed project's construction.

This reach of the Judith River has a history of severe ice-jam problems. Landowners informed MDT that ice has risen to near the low-beam elevation of the current bridge. The low-beam elevation is approximately 3 m (9.8± feet) above the 100-year flood water surface elevation of 817.6± m (2,682.5± feet) at this crossing.

Impacts of the Preferred Alternative - MDT has completed a detailed hydraulic analysis for this river crossing to serve as a basis for designing the new bridge. The proposed bridge will be designed in a manner that will not increase water surface elevations over existing conditions for the "100-year" flood. The proposed project will comply with `E.O.11988` by not promoting or encouraging development within the floodplain, or increasing flood liability hazards.

The new crossing will be designed in response to the severe ice problems experienced at this location. The proposed new bridge's piers will be placed outside the active channel to minimize impacts during ice-jams. This proposed new structure's minimum height above the river will be at-least the same as that of the existing bridge. The elevation of the top of the "rip-rap" below the abutments will be near that of observed ice-jams to reduce/avoid damage during such events.

Impacts of the No Build Alternative - This alternative would have no substantial changes to the Judith River floodplain. There would be no risks of increased flooding, no impacts on natural and beneficial floodplain values, and no likelihood of incompatible floodplain development.

7. Stream Modifications and Water Quality Impacts

The existing stream channel in this reach of the Judith River has stable banks with slow bank erosion and lateral movement. The MDEQ considers the Judith River to be a B-1 Class water, and lists the stream as "water quality limited."

In 1997, the state legislature assigned MDEQ the responsibility under *Section 401* of the federal *Clean Water Act* (**33 U.S.C. 1251 – 1376**) and the *Montana Water Quality Act* (**75-5-101 M.C.A.**, *et seq.*) to monitor and assess the quality of Montana surface waters, and to identify impaired or threatened stream segments and lakes. The MDEQ sets limits, known as Total Maximum Daily Loads (TMDLs), for each pollutant entering a "state" water. TMDLs are established for streams or lakes which fail to meet certain standards for water quality, and describe the amount of each pollutant a waterbody can receive without violating those standards.

The MDEQ has designated the Judith River in this proposed project's area as a low priority for the development of TMDLs. However, that agency considers the cold water fishery for trout and aquatic life support in this reach of the Judith River to be "probable impaired uses." Probable sources of these impairments are increased levels of nutrients and suspended solids, siltation, and habitat alterations caused-by agricultural activities and naturally-occurring erosional processes.

The MDFW&P indicated-that this proposed project will cause an increase in turbidity during construction of its Preferred Alternative. Therefore, this proposed project's contractor will be required to contact the MDEQ for a short-term exemption from surface water quality standards under a *Section 3(a)* Authorization.

Impacts of the Preferred Alternative – MDT's Preferred Alternative will not require any stream channel modifications as the proposed bridge will span the river's active channel. Its proposed construction will avoid (or restrict) increases in existing floodwater surface elevations and velocities. "Rip-rap" will be placed on the abutment slopes at each end of the new structure but the width of the river channel will not be reduced. Its piers will be set parallel to the river's flow direction, and beyond that active channel to minimize impacts from ice-jams. The proposed pier location along the river's westerly (left) bank will be above the water's elevation throughout most of the year. The proposed pier along the right bank will be about 2 m (6.5± feet) above the river's normal flow elevation.

From correspondence received in October, 1998 the MDEQ was concerned-that the proposed bridge's length (opening) could affect bedload movement. If bridge openings were too narrow, bedload movement accelerates through the opening inducing scour at the structure and deposition downstream. If the opening is too wide, money and resources are wasted without benefit to taxpayers or the environment. MDT addressed the issue of bedload transport in the river to the MDEQ, and analyzed alternate bridge lengths as routine parts of the design process for this new crossing. MDT has determined that the proposed bridge opening is satisfactory with respect to bedload transport. The proposed structure will not constrict the active channel, nor will it induce unacceptable velocities or scour. Therefore, this proposed project's Preferred Alternative will not impede nor accelerate bedload movement.

Construction will be required in and around flowing water for the Judith River crossing. MDT's current design processes and construction procedures have been developed to minimize impacts at perennial stream crossings. Temporary impacts on water quality may occur during a proposed project's construction; however, this proposed action will have no long-term effect on the water quality of the area. This proposed project's work in the Judith River is being coordinated-with both the MDFW&P and the U.S. ARMY's Corps of Engineers (COE, see also item **8**. and/or section **E**., following). All proposed work will also be in accordance with the *Water Quality Act* of 1987 (**P.L. 100-4**, as amended).

Impacts of the No Build Alternative - This alternative would have no new effects on the Judith River channel and/or surface water quality in this proposed project's vicinity.

8. Erosion Control & Seeding

Construction of highway cuts and embankments, if left unattended, results-in temporary erosion and siltation into the adjacent river. Soils in this proposed project's vicinity are generally sandy loams containing substantial clay fractions, and are highly erodable. These overlay a valley fill of Quaternary/recent silts and sands containing some areas of Pleistocene glacial drift. The sides of the valley along this proposed project's reach of the Judith River are a Claggett sandstone formation overlaying varying depths of Upper Cretaceous bentonites.

Impacts of the Preferred Alternative - The replacement of the bridge, its piers, approach span pilings, new fills, and the construction of new approaches to the bridge will cause temporary soil surface disturbances and short-term siltation into the Judith River. The MDEQ has regulatory authority over activities that may cause discharges of sediment into "state waters" (which include, but are not limited-to lakes/reservoirs, rivers, streams, unnamed tributaries to same, wetlands, and irrigation channels). Temporary erosion control measures like silt fences, will be employed to minimize and control siltation.

Permanent seeding of areas disturbed-by construction activities beyond roadway surfaces is required-on MDT's proposed projects in rural locales, and coordinated-with the county's weed control agency where such actions will occur.

An Erosion Control Plan (`ecp`) with a request for authorizing this proposed project will be submitted-to the MDEQ's Permitting & Compliance Division in compliance with their Montana Pollutant Discharge Elimination System regulations (`ARM 16.20.1314`). Best Management Practices will be used in the design of this `ecp` using guidelines established in MDT's "Highway Construction Standard Erosion Control Workplan." The objective is to minimize erosion of disturbed areas during and after construction of this proposed project.

In accordance with **7-22-2152** and **60-2-208, M.C.A.**, MDT will re-establish a permanent desirable vegetation community along all areas disturbed-by the proposed construction. A set of revegetation guidelines has been developed by MDT that must be followed by the contractor. These specifications include instructions on seeding methods, dates, mix components, and the types and amounts of mulch and fertilizer. Seed mixes include a variety of species to assure that areas disturbed by construction are immediately stabilized by vegetative cover. The Seeding Special Provisions developed-for this proposed project will be forwarded to the Fergus County Weed Board for review and approval.

This proposed project's contractor must also follow the requirements of both the *County Noxious Weed Management Act* (**7-22-2101, M.C.A.**), and all Fergus County and contract noxious weed control provisions.

Impacts of the No Build Alternative – No sedimentation would occur, and no seeding would be needed as no construction would take-place with this alternative.

9. Wetlands

A wetlands survey was performed-by MDT during 1998, and riparian wetlands were identified along both banks of the Judith River in this proposed project's area. These wetlands occur from the edge of the water and extend about 1 m (3.3± feet) up the adjacent river banks. Vegetation in these wetlands is predominately sedges (*Carex spp.*) and bulrushes (*Scirpus pungens*). These wetlands are seasonally-flooded by the Judith River, and are also fed by seeps from groundwater and irrigation facilities.

Approximately 1.25 ha (3.05± acres) of wetlands were identified in this proposed project's vicinity. All wetlands areas that may be affected by a proposed project are defined-under the COE's 1987 Wetlands Delineation Manual criteria. These criteria require the presence of 1) hydric soils, 2) hydrophytic vegetation, and 3) a hydrologic regime for an area to be classified as a wetland. Areas meeting all three of those criteria as wetlands are rated by function, value, and classification. A wetland's function is based-on its ecological relationship absent any artificial influence(s). Its value(s) is (are) the benefits derived-from one or more functions and the physical characteristics associated with that wetland. Wetlands functions and values are rated as either low, moderate, or high. Wetlands are ranked by four classifications using their functions, values, and other criteria with "Class I" being the highest. MDT's "Wetland Field Evaluation" (copies of forms on-file) determined these delineated areas are "Class II" wetlands.

Impacts of the Preferred Alternative - Nearly all riparian areas have similar wetlands features along this proposed project's reach of the Judith River.

Selecting another alignment, including but not limited-to those dropped from consideration (see section **II.C.**, previous) would result-in a similar wetlands impact. Due-to fill activities required by this proposed project's Preferred Alternative, some very minor impacts to these wetlands will be unavoidable. The amount of impact cannot feasibly be reduced any further as these parallel the river's banks on both sides.

MDT's Preferred Alternative will impact less-than 0.003± ha (0.007± acre) of wetlands, and is considered as complying with `E.O.11990` regarding avoidance or minimization of wetlands impacts. Wetlands impacts will be compensated by the natural re-establishment of wetland functions in the area where the old bridge will be removed. Therefore, no further compensatory mitigation will be necessary.

Impacts of the No Build Alternative - The No Build Alternative would not impact wetlands.

10. Biological Resources

A Biological Resources Report for the proposed project was prepared-by MDT (copies in-files) in December, 1998 with an Addendum to-same in late August, 1999. The biological resources impacts of this proposed project are summarized below:

a) Threatened/Endangered Species, Other Species of Concern

The U.S. Fish & Wildlife Service (USFWS) was requested to provide information on federally-listed Threatened or Endangered (T/E) species. This is in accordance with *Section 7(a)* of the *Endangered Species Act* (**16 U.S.C. 1531-1543**). No T/E species or critical habitat for same were found to occur within 16± km (10± miles) of this proposed project's area.

A search of the Montana Natural Heritage Program (MNHP) database found no records of species of special concern (ssc) in the vicinity of this proposed project. Based-on a field review, the MNHP information, and that no T/E, or species of concern are likely to occur in the vicinity of this proposed project - it was concluded-that both the Preferred and the No Build Alternatives have "No Effect" on any T/E or ssc.

b) Fisheries

This proposed project's reach of the Judith River possesses fishery values for both cold and warm water fish species. The MDFW&P's Lewistown Fisheries Biologists provided lists of both game and non-game species of fish occurring in this proposed project's reach of the river.

Impacts of the Preferred Alternative - The impacts of the Preferred Alternative on fisheries will be minor. The most-notable direct impact to fisheries will be temporary increases in suspended sediments in the river. The proposed bridge will span the active river channel, and its piers will be placed in a manner that does not obstruct normal flows nor impede fish passage.

To minimize those "temporary increases in suspended sediments" impacts on fisheries, work proposed in the stream channel is being coordinated with both the MDEQ and the MDFW&P (see also preceding items **7.** & **8.**, and/or section **E.**, following).

Impacts of the No Build Alternative - This alternative would not involve any construction activities, and would therefore have no impacts on fisheries in this proposed project's area.

c) Other Species

This proposed project's area is also traversed by a number of other wildlife, herptilian/reptilian, and avian species common-to the lower Judith River valley.

Neither the Preferred Alternative will, nor the No Build Alternative would adversely impact those species. Mitigation for impacts-to vegetation from this proposed project's Preferred Alternative will be provided-by seeding the disturbed areas (see item **8.**, previous). No impacts to existing vegetation would occur under the No Build Alternative.

11. Air Quality

This proposed bridge replacement project is located in an unclassifiable/attainment area of Montana for air quality under `40 CFR 81.327`, as amended. As such, this project is not covered under the U.S. Environmental Protection Agency's (EPA's) **Final Rule** of November 24, 1993 on Air Quality conformity. Therefore, the proposed project complies-with *Section 176(c)* of the *Clean Air Act* (**42 U.S.C. 7521(a)**), as amended.

This proposed bridge replacement is an action where individual and cumulative effects on air quality will be minor, and not affect regional emissions. These conclusions can be reasonably made on the basis of analyses done for many similar projects across the country. For these reasons, neither the Preferred Alternative will, nor the No Build Alternative would result in adverse air quality impacts.

12. Noise

This proposed project will cause only a minor change in the present county road's horizontal alignment. The number of through-traffic lanes will increase only on the new structure. Due-to low traffic volumes and the rural location of this project, a detailed noise analysis is not required. Design Year noise levels will not exceed the Noise Abatement Criteria under `23 CFR 772`, and this proposed project also complies with MDT's Noise Policy, as amended. Traffic noise level increases will be insignificant with the implementation of either the Preferred Alternative or the No Build Alternative.

13. Hazardous Substances

MDT reviewed the potential for the presence of hazardous wastes in this proposed bridge replacement project's vicinity in April, 1996. No hazardous materials concerns or sources of hazardous wastes were identified. No original paint remains on the existing bridge structure.

Impacts of the Preferred Alternative - Special provisions for salvaging and disposing of treated timber decking and abutments from the existing bridge will be included in the contract plans for the project. Disposal of non-salvageable and left-over materials will be in accordance with all applicable laws, rules, and regulations, including the *Montana Solid Waste Management Act* (**75-10-203, M.C.A.**). If neither conveyed-to (a) responsible party/ies (see item **14.**, following) nor salvaged by Fergus County, the present bridge's timber decking and abutments must be disposed of only in a licensed Class II landfill. Burning or burial of treated timbers will not be permitted as a means of disposal.

As a condition of the implementing the Preferred Alternative, the Contractor will be required-to take precautions to minimize the effects of construction operations, and to prevent leakage or spilling of fluids from construction equipment.

Impacts of the No Build Alternative - This alternative would have no impacts on hazardous waste sites, generators, or substances.

14. Cultural, Archaeological/Historical Resources

A file search was conducted-by the State Historic Preservation Office (SHPO), but no previously recorded cultural sites were identified. MDT's cultural resources consultant performed a field survey of this proposed project's area in August, 1994. No archaeological sites were found, however, the D^e^Mars Farm (24FR808), was identified and recorded as a historic site. This site is an occupied "farmstead" (with dwellings, associated sheds and enclosures, etc.) located east-northeasterly of the existing bridge. MDT determined-that this site (24FR808) is not eligible for listing-in the NATIONAL REGISTER OF HISTORIC PLACES (NRHP), and SHPO concurred with this determination in correspondence dated August 16, 1994 (copy in **APPENDIX A**, following).

The "Fullerton" ("Anderson") bridge is a through-truss steel structure built in 1910 by the Security Bridge Company. No determination of NRHP eligibility was made for the "Fullerton" bridge as the structure is covered by the Programmatic Agreement on Historic Roads and Bridges between MDT, the FHWA, SHPO, and the ADVISORY COUNCIL ON HISTORIC PRESERVATION (ACHP, copy in **APPENDIX C** following).

Impacts of the Preferred Alternative -- The HBRRP (see Section I.C., previous) requires states proposing the demolition of a historic bridge as part of a replacement project (under **23 U.S.C. 144(o)(4),** as amended) " . . . shall first make the" (historic) "bridge available for donation to a" (state or local agency) "or responsible private entity if" (same agency or entity) "enters into an agreement to":

(A) maintain the bridge and features that preserves its historic significance;

and

(B) assume all future legal and financial responsibility for the bridge, including an agreement to hold the state's transportation agency harmless in *any* liability action.

The costs incurred-by the agency or entity to preserve a historic bridge are eligible for reimbursement up to but not in excess of the demolition estimate for that bridge.

The Preferred Alternative will affect the "Fullerton" bridge, as it will not be "adopted" in-place and removed during this proposed project's construction. Under the terms of the Programmatic Agreement, the present structure was made "available for donation to a" (state or local agency) "or responsible private entity" under MDT's "Adopt-a-Bridge" program (see copy of announcement in **Appendix D**, following). Two private parties expressed an interest in "adopting" the existing bridge, however neither (nor any others) agreed-to "adopt" the present structure. Therefore, its useable timber decking and stringers will be salvaged for the county's use and the remainder will become property of this proposed project's contractor.

Federally-funded actions affecting historic bridges that are on, or considered as eligible for the NRHP also must comply with *Section 4(f)* of the *U.S. DEPARTMENT OF TRANSPORTATION Act* of 1966, as amended (**49 U.S.C. 303,** see item **15.**, following). This proposed project's "*4(f)*" compliance is discussed under both that item **15.**, and Part **V.**, following.

Impacts of the No Build Alternative - The No Build Alternative would not affect the "Fullerton" bridge nor any other historic or archaeological sites.

15. *Section 4(f)* of the *U.S. DEPARTMENT OF TRANSPORTATION Act*

Section 4(f) of the *U.S. DEPARTMENT OF TRANSPORTATION Act* (**49 U.S.C. 303**, as amended) applies-to federally-funded transportation actions that affect sites on or eligible for the NRHP, publicly-owned parks, recreation lands, or wildlife and waterfowl refuges. This proposed action will not affect any sites determined as on or eligible for the NRHP, public parks, or wildlife/ waterfowl refuges.

Although no NRHP-eligibility determination was made for the existing bridge, MDT regards it as a *4(f)* site. A "Nationwide" Programmatic *Section 4(f)* Evaluation was prepared for this proposed project's impacts on the historic bridge. This proposed project's Programmatic *Section 4(f)* Evaluation form for Historic Bridges is in Part **V.**, following.

Impacts of the Preferred Alternative – As indicated previously, the Preferred Alternative will remove the "Fullerton" bridge as no responsible party/ies appear willing-to "adopt" it.

Impacts of the No Build Alternative - This alternative would not affect any sites on or eligible for the NRHP, the present "Fullerton" bridge, publicly-owned parks, recreation lands, or wildlife/ waterfowl refuges.

16. *Section 6(f)* of the *National Land & Water Conservation Fund Act*

Section 6(f) of the *National Land & Water Conservation Fund Act* (**16 U.S.C. 460**) requires coordination to determine if federal funds were used-to acquire and/or improve any lands in a proposed project's area for recreation or water conservation purposes. All lands in this proposed project's area are privately-held, and there are no sites that were acquired and/or developed under *Section 6(f)*. Therefore, neither the Preferred Alternative nor the No Build Alternative will affect lands acquired or developed with-same.

17. Visual Impacts

This proposed project's area is situated on flat bottomland in the lower Judith River valley. The adjoining "breaks" defining both sides of the valley are steep and rugged with deeply incised drainage channels. Stands of conifers and sagebrush are common along the valley's sides, with dryland or irrigated crops (*e.g.*: grain or pastures) predominant within its bottomlands. In the immediate vicinity of the proposed river crossing, the valley is dominated-by croplands and mixed grasses with isolated stands of cottonwood. The most visible man-made features include the existing bridge, a farm with outbuildings located east-northeasterly of that structure, and fenced areas for the adjacent croplands.

This locale's "viewshed" (the land area seen-from this proposed project) is dominated by background landscapes (the "breaks" on both sides of the valley) and prominent foreground features (the bridge, farm buildings, and the Judith River itself). Those who see the existing facility and will see the completed project include area residents, recreational users of the Judith River, and users (mostly residents) of the county road.

Impacts of the Preferred Alternative - The Preferred Alternative will not change views of the background features in this proposed project's area. However, this alternative will cause minor changes to the foreground features of this proposed project's corridor. The width of the new bridge and its approaches will be substantially greater than that of the existing facility, and will include a two-lane concrete-surfaced deck with an expanded right-of-way/easement area.

Views of the roadway on opposite sides of this proposed project's crossing will also be expanded (as referenced under item **4.**, preceding). Users of the facility and local residents will notice the changed appearance of the bridge since the new structure will not have vertical trusses with overhead members. This change will be most-apparent for residents of adjoining lands and other frequent users of the river crossing.

The Preferred Alternative will cause minor, short-term visual impacts during its construction period. The existing bridge will remain in-place until the new structure is completed. Other visual changes during construction will include surface disturbances and clearing until revegetation occurs; temporary sign installations; the storage of excavated material, equipment, and material; and dust and debris from construction activities.

Impacts of the No Build Alternative - There would be no visual impacts associated with the No Build Alternative.

C. Secondary and Cumulative Impacts

Secondary (or indirect) effects are those that are caused by an action and are later in time or farther removed in distance but are still reasonably foreseeable. Secondary impacts are generally induced by the initial action and comprise a wide variety of effects such as changes in land use, water quality, economic conditions, and/or population density. The secondary impacts of this proposed project are discussed in the appropriate items under Section **B.**, previous (*e.g.*: utility relocations under Item **B.3.**).

Cumulative impacts are those effects which result-from the incremental consequences of an action when added-to other past and reasonably foreseeable future actions. Projects proposed, under construction, or recently-completed by Fergus County, MDT, and others in the vicinity were reviewed to help assess the cumulative impacts of this proposed action.

It was determined-that only two projects are planned in the general vicinity of this proposed project. MDT and Fergus County plan-to reconstruct 6.0± km (about 3.7 miles) of Secondary 236 from 26± km (16± miles) northwesterly-of Winifred. That project will construct the route on a new alignment down Claggett Hill near the Judith Landing on, and southerly-of its "P-N" bridge over the Missouri River. Fergus County also plans-to construct a 1.4± km (0.9± mile) section of S-236 immediately southerly-of and adjacent-to that Claggett Hill project. Right-of-way acquisition for that Claggett Hill project is under-way, and Fergus County's project will be constructed prior-to beginning work on that adjacent Claggett Hill project.

The timing of construction activities will not coincide with, and those other projects are located considerable distances from this proposed JUDITH R-W OF WINIFRED bridge-replacement project. Therefore, none of those other MDT or Fergus County projects will have significant cumulative environmental impacts on the proposed bridge replacement. Likewise, this proposed project will not cause significant cumulative environmental impacts on these other road reconstruction projects in northwesterly Fergus County.

D. Construction Impacts

The impacts associated-with a proposed project's construction are generally short-term in duration (*i.e.*: limited-to the period/s of actual work on the site).

These only apply-to a proposed project's Preferred (or any other "Build" including the Bridge Rehabilitation) Alternative as the No Build Alternative would only have maintenance activities on the existing road and bridge with no construction. Typical impacts associated-with a proposed project's construction include (but are not necessarily limited-to) traffic disruptions (*i.e.*: from detours, equipment/materials movement), noise and dust (*i.e.*: from equipment, processing plants operations), water quality (*i.e.*: from sedimentation), and/or "clutter" (*i.e.*: from temporary work structures, materials/equipment storage/worker vehicles parking, etc.).

Impacts of the Preferred Alternative - Bridge and road construction activities associated-with the Preferred Alternative will cause temporary inconveniences to the traveling public and to local residents. These inconveniences may include slightly longer travel times, minor detours, temporary closures of the road and/or bridge, and the noise and dust generated by construction equipment. Construction impacts on this proposed project will occur for between six months to one year after the work actually begins. Through traffic will not be disrupted during construction since the existing bridge and road will remain in service until the proposed project is completed.

In general, Best Management Practices (see Item **B.8.**, preceding) for this proposed project's Preferred Alternative will be utilized to minimize the effects of sedimentation and/or "run-off" during construction. Special consideration should be given to methods for removing the existing bridge, as well as temporary workbridge (if used) construction/removal, that limit the amount of sediments entering the Judith River.

This proposed project's contractor will be subject-to all state and local laws controlling construction noise by having mufflers on all equipment. Dust control will also be implemented by using either water or another approved dust-suppressant. All advance warning and detour signing will be in accordance with the Manual on Uniform Traffic Control Devices (MUTCD). Sites for materials processing/equipment storage for the duration of construction will be developed in consultation with affected landowner(s), and also subject-to such federal and state regulations concerning same. Therefore, this proposed project's Preferred Alternative construction impacts will be minimized.

Other construction-related impacts associated-with the Preferred Alternative have been identified in previous sections of this **Part III**.

E. Permits Required

The No Build Alternative would not require any permits. However, this proposed project's Preferred Alternative will require the following to be obtained prior-to any relevant disturbances:

- ***124SPA* Permit /*Section 3(a)* Authorization** - The proposed project will be in compliance with the provisions of both Water Quality for *Section 3(a)* Authorizations under **75-5-401 (2) M.C.A.** and Stream Protection under (**87-5-501** through **509 M.C.A.**, inclusive). A ***124SPA*** Stream Protection Permit is required by the MDFW&P, and that agency issued Permit № `MDT-129-98` for this proposed project on January 22, 1999.
- ***Section 402*/MPDES Authorization** - This proposed project will comply with both *Section 402* of the *Clean Water Act* **(33 U.S.C. 1251 - 1376)**, and the Montana Pollutant Discharge Elimination System (MPDES) Permit. An application for an MPDES Authorization will be sent-to the MDEQ's Permitting & Compliance Division, and will include a request for approval of an `ecp` (see Item **B.8.**, preceding) developed-for this proposed project.

- ***Section 404* Permit** – This proposed project's crossing is below the Judith River's headwaters as defined by the COE. Therefore, a *Clean Water Act* **(33 U.S.C. 1251 - 1376)** *Section 404* permit from the COE will be required for placing fill material below the river's ordinary high water level. Application will be made to the COE for the appropriate type of *Section 404* permit ("Nationwide" or Individual) under the provisions of 30 CFR 330.

IV. Coordination With Others

IV. COORDINATION with OTHERS

A. Agency Coordination

The following agencies and parties were consulted during the development of this Environmental Assessment and *Section 4(f)* Evaluation:

- MONTANA DEPARTMENT OF FISH, WILDLIFE & PARKS (MDFW&P, Fisheries Division)
- MDFW&P (Lewistown Office)
- MONTANA STATE HISTORIC PRESERVATION OFFICE (SHPO)
- MONTANA DEPARTMENT OF ENVIRONMENTAL QUALITY (MDEQ, Water Protection Bureau)
- MONTANA NATURAL HERITAGE PROGRAM (MNHP, Montana State Library)
- Federal Highway Administration (FHWA, Montana Division Office)

Fergus County is a **Cooperating Agency** on this proposed project in accordance with the FHWA's regulations (23 CFR 771.111(d)). Meetings with Fergus County were held during the development of preliminary plans for the proposed bridge replacement. The county was also sent ROUGH DRAFT copies of these EA and *Section 4(f)* documents to review as a **Cooperating Agency**.

B. Public Involvement

A News Release for this project was issued on December 20, 1993 and distributed-to both the "*Lewistown News-Argus*" newspaper and two radio stations in Lewistown. That news release stated MDT's preferred alternative would locate a new bridge just downstream from the existing structure and new approaches would be constructed. It also contained a general description of the scope of work, identified the need for right-of-way associated with the new alignment, discussed when the project might be built, and requested comments on this proposed project.

A newspaper article discussing this proposed project also appeared in the "*Lewistown News-Argus*" on July 7, 1996. The article identified this planned bridge replacement as one of several projects included-on MDT's draft Statewide Transportation Improvement Program (STIP). The article requested comments on the proposed bridge project and others listed on the draft STIP.

No comments were received-by MDT following either the 1993 news release, or the 1996 newspaper article.

No public informational meetings have been held for this proposed bridge replacement project. However, MDT has worked closely with Fergus County and both affected landowners during the development of this proposed project. County staff and affected landowners attended field reviews for this proposed project. The initial alignment proposed for this river crossing was revised based-on concerns and comments from adjoining landowners at the field review. This proposed project's relocating of the irrigation facilities on the easterly side (see also Part **III.B.3.**, previous) is being coordinated-with the affected landowner.

An Opportunity for a Public Hearing will be offered following the FHWA's approval of this Environmental Assessment/*Section 4(f)* Evaluation.

Written comments will be received on this document for at least thirty (30) days following its distribution. Unless comments received on this document warrant further investigation, no additional public involvement is planned. Public and agency comments on this document will be evaluated to determine: 1) whether significant impacts will occur from the Preferred Alternative; 2) if further consideration of the impacts discussed herein is needed; and 3) if new issues have arisen that need to be addressed/reviewed. Appropriate revisions will be made to the text of the Environmental Assessment/*Section 4(f)* Evaluation where warranted by the comments received.

If no significant impacts are identified, MDT will submit a summary of comments received (if any), or (if necessary) a revised EA/*Section 4(f)* Evaluation, to the FHWA with a request for the latter to make a Finding of No Significant Impact (FoNSI). The signed FoNSI will then be attached to the (revised, if necessary) EA. Federal, state, and local government agencies with interests in this proposed project will be notified of the availability of this FoNSI (and revised EA/*Section 4(f)* Evaluation, if appropriate.

If significant impacts are found, an Environmental Impact Statement (EIS) must be prepared before proceeding with this proposed project.

C. Distribution List for Documents

The following agencies, groups, and individuals are being sent a copy of this (approved) EA/ *Section 4(f)* Evaluation:

U.S. Army – Corps of Engineers
Drawer 10014
Helena, MT 59626-0014
Attention: Allen Steinle,
Montana Program Manager

Environmental Quality Council
Capitol Post Office Box 215
Helena, MT 59620

Montana Department of Fish,
Wildlife & Parks
1420 East 6th Avenue
P.O. Box 200701
Helena, MT 59620-0701
Attention: Glenn R. Phillips, Chief
Habitat Protection Bureau

State Library
1515 East 6th Avenue
Helena, MT 59620-1800
Attention: Don Cornish,
Collections Management Librarian

Merle & Marjorie K. Boyce
P.O. Box 74
Winifred, MT 59489-0074

U.S. Department of Transportation
Federal Highway Administration
2880 Skyway Drive
Helena, MT 59602

Montana Department of
Environmental Quality
P.O. Box 200901
Helena, MT 59620-0901
Attention: Jan P. Sensibaugh, Administrator
Permitting & Compliance Division

Montana Department of Fish,
Wildlife & Parks
624 NE Washington
Lewistown, MT 59457
Attention: Anne Tews,
Fisheries Biologist

Fergus County Commissioners
712 West Main Street
Lewistown, MT 59457-2562

Tom J. & Jacqueline F. D^{e}Mars
P.O. Box 64
Winifred, MT 59489-0064

D. List of Agencies with Jurisdiction and/or Permits Required

The following agencies have both jurisdictional authority over, and permit requirements applicable-to this proposed action (see also Part **III.E.**, previous):

- U.S. DEPARTMENT OF THE ARMY - Corps of Engineers (COE, Regulatory Office) - *Section 404* Permit for the placement of fill below the ordinary high water elevation of the Judith River at the proposed crossing.

- MONTANA DEPARTMENT OF FISH, WILDLIFE & PARKS (MDFW&P) - ***124SPA*** Permit (MDFW&P issued Permit № `MDT-129-98` for this project on January 22, 1999).

- MONTANA DEPARTMENT OF ENVIRONMENTAL QUALITY (MDEQ, Permitting & Compliance Division) - *Section 402*/Montana Pollutant Discharge Elimination System (MPDES) Permit Authorization;

  3(a) Authorization for temporary exemption from surface water quality standards;

  and a

  Section 401 water quality certification (if needed to support a *Section 404* permit).

E. List of Other Agencies, Persons, or Groups Contacted or Contributing Information

The agencies and individuals below were contacted for information useful to the preparation of this Environmental Assessment. Pertinent correspondence from some of these individuals has been included in **APPENDIX A.**:

- Leanne Kurtz (Historian/Cultural Records), and Katherine M. Huppe (Archaeologist/ Historian) @ SHPO;
- Anne Tews (Fisheries Biologist) @ MDFW&P (Lewistown);
- Glenn R. Phillips (Chief, Habitat Protection Bureau) @ MDFW&P;
- Jeff T. Ryan (Water Quality/Wetland Specialist) @ MDEQ;
- MNHP @ STATE LIBRARY

F. List of Preparers

The following parties are responsible for the preparation and content of this document:

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Environmental Services Manager
MONTANA DEPARTMENT OF TRANSPORTATION
P.O. Box 201001
Helena, MT 59620-1001

Dale W. Paulson
Program Development Engineer
Federal Highway Administration
2880 Skyway Drive
Helena, MT 59602

The consultants listed-on the following page assisted MDT coordinate, develop supporting information, and write these documents.

Robert Peccia & Associates, I$^{\text{nc.}}$
Consulting Civil Engineers, Planners and Designers
825 Custer Avenue
P.O. Box 5653
Helena, MT 59604

Daniel M. Norderud, AICP – Author

Ethos Consultants, I$^{\text{nc.}}$
Cultural Resource Consultants
14 Meadowlark Estates
Havre, MT 59501

Barry J. Dau – Researcher/Author

V. *Section 4(f) Evaluation*

MONTANA DIVISION

"NATIONWIDE" PROGRAMMATIC *SECTION 4(f)* EVALUATION FOR HISTORIC BRIDGES

Project #: BR 9014(16); (P.M.S. C#2475)
Date: August 20, 1999
Project Name: Judith R - W of Winifred
Description: "Fullerton" ("Anderson") Bridge
Location: northwesterly Fergus County, Montana

The "Fullerton" ("Anderson") Bridge is a two-span, steel through truss structure built in 1910 by the Security Bridge Company. Proposed actions affecting this bridge are under MDT's historic roads and bridges Programmatic Agreement with the FHWA, the SHPO, and the ADVISORY COUNCIL ON HISTORIC PRESERVATION (ACHP). Therefore, while a determination of its National Register of Historic Places (NRHP) eligibility is not necessary, MDT regards it as a Section 4(f) site.

A description of, and a map showing the "Fullerton" ("Anderson") Bridge's location are provided in Parts I and VI of the Environmental Assessment (EA)/*Section 4(f)* Evaluation, preceding.

NOTE: *Any response in a box will require additional information, and may result in an individual evaluation/statement. Consult the "Nationwide" Section 4(f) Evaluation procedures.*

	YES	NO
1. Is the bridge a NATIONAL HISTORIC LANDMARK?	☐	X
2. Have agreements been reached through the procedures pursuant to *Section 106* of the *National Historic Preservation Act (NHPA)* with the following:		
STATE HISTORIC PRESERVATION OFFICE (SHPO)?	X	☐
ADVISORY COUNCIL ON HISTORIC PRESERVATION (ACHP)?	X	☐
MDT's historic roads and bridges Programmatic Agreement with the FHWA, the SHPO, and ACHP was enacted in lieu of regular procedures for compliance with *Section 106* of the *NATIONAL HISTORIC PRESERVATION ACT* as applied only to historic roads and bridges in Montana.		
3. Any other agency/ies with jurisdiction at this location?	X	
a) If "YES" will additional approval(s) for this *Section 4(f)* application be required?	☐	X
b) List of agencies with jurisdiction at this location:		
USA - Corps of Engineers (*Section 404* Permit **required**)	X	
USDA - Forest Service	☐	X
USDA - Natural Resources Conservation Service (*FPPA*)	☐	X
FEMA Regulatory Floodway (Permit)	☐	X
MDFW&P - Parks Division (Fishing Access Site)	☐	X
MDFW&P - Wildlife Division (wetlands)	☐	X
MDFW&P - Fisheries Division - ***124SPA* permit required**	☒	
MDNR&C (navigable rivers under state law)	☐	X
MDNR&C (irrigation systems)	☐	X
MDEQ - Air Quality Division	X	
MDEQ - Permitting and Compliance - **MPDES Permit**	X	
Other: **FERGUS COUNTY COMMISSION**	X	

ALTERNATIVES & FINDINGS

EACH of the following **ALTERNATIVES** for this proposed project have been evaluated to avoid the use of the historic bridge:

1. "Do Nothing."
2. Rehabilitate the existing bridge without affecting the historic integrity of the structure in accordance with the provisions of *Section 106* in the *NHPA*.
3. Construct the proposed bridge at a location where the integrity of the existing historic structure will not be affected as determined by the provisions of the *NHPA*.

The above **ALTERNATIVES** have been applied in accordance with this PROGRAMMATIC *SECTION 4(f)* EVALUATION and are supported by **EACH** of the following **FINDINGS:**

NOTE: *Any response in a box will require additional information, and may result in an individual evaluation/statement. Consult the "Nationwide" Section 4(f) Evaluation procedures.*

	YES	**NO**
1. The "Do Nothing" **ALTERNATIVE** has been evaluated and has been found to ignore the basic transportation need at this location.	X	☐
This **ALTERNATIVE** is neither feasible nor prudent for the following reasons:		
a) Maintenance — this **ALTERNATIVE** does not correct the structurally deficient condition and/or poor geometrics (clearances, approaches, visibility restrictions) found at the existing bridge. Any of these factors can lead to a sudden catastrophic collapse, and/or a potential injury including loss of life. Normal maintenance will not change this situation.	X	☐
b) Safety — this **ALTERNATIVE** also does not correct the situation which causes the existing bridge to be considered deficient. Because of these deficiencies, the existing bridge presents a serious and unacceptable safety hazard to the traveling public and/or places intolerable restrictions (gross vehicle weight, height, and/or width) on transport. **The existing bridge accommodates only a 4.9± m (16.8± foot) wide 1-lane deck with a vertical clearance of 3.0± m (9.8± feet). accommodate two driving lanes.**	X	☐
A copy of the MDT Bridge Bureau's Inspection Report for the bridge is attached. **See APPENDIX B.**	X	☐

2. The rehabilitation **ALTERNATIVE** has been evaluated with one or more of the following **FINDINGS**:

	YES	**NO**
a) The existing bridge's structural deficiency is such that it cannot be rehabilitated to meet minimum acceptable load and traffic requirements without adversely affecting the structure's historic integrity.	___	X
b) The existing bridge's geometrics (height, width) cannot be changed without adversely affecting the structure's historic integrity.	X	___
c) This **ALTERNATIVE** does not correct the serious restrictions on visibility(approach geometrics, structural requirements) which also contributes to an unsafe condition at this location.	X	___
Is this rehabilitation **ALTERNATIVE** therefore considered to be feasible and/or prudent based on the preceding evaluations?	☐	X

ALTERNATIVES & FINDINGS (continued)

NOTE: *Any response in a box will require additional information, and may result in an individual evaluation/statement. Consult the "Nationwide" Section 4(f) Evaluation procedures.*

	YES	NO
3. The relocation **ALTERNATIVE**, in which the new bridge has been moved to a site that presents no adverse effect upon the existing structure has also been considered under the following **FINDINGS**:		
a) Terrain and/or local geology. The present structure is located at the only feasible and/or prudent site for the bridge on the existing route. Relocating to a new site — either up-, or downstream of the preferred location — will result in extraordinary bridge/approach engineering and associated construction costs.		X
The preferred site is the only prudent location due to the terrain and/or geologic conditions in the general vicinity.		X
Any other location would cause extraordinary disruption to existing traffic patterns.		X
b) Significant social, economic and/or environmental impacts. Locating the proposed bridge in other than the preferred site would result in significant social/economic impacts such as the displacement of families, businesses, or severing of prime/unique farmlands.	X	
Shifting the proposed bridge substantially up-or downstream would require more right-of-way from adjacent landowners and would sever existing irrigated fields and disrupt agricultural operations on nearby farms.		
Significant environmental impacts such as the extraordinary involvement in wetlands, regulated floodplains, or habitat of threatened/endangered species are likely to occur in any location outside the preferred site.		X
c) Engineering and economics. Where difficulty/ies associated with a new location are less extreme than those listed above, the site may still not be feasible and prudent where costs and/or engineering difficulties reach extraordinary magnitudes. Does the **ALTERNATE** location result in significantly increased engineering or construction costs (such as a longer span, longer approaches, etc.)?	X	
d) Preservation of existing historic bridge may not be possible due to either or both of the following:		
the existing structure has deteriorated beyond all reasonable possibility of rehabilitation for a transportation or alternative use;		X
no responsible party can be located to maintain and preserve the historic structure.		X
The "Fullerton" ("Anderson") Bridge has been made available for any "responsible party"/ies under MDT's Adopt-a-Bridge program see Part IV.B.14. in the EA).		
Therefore, in accordance with the previously-listed FINDINGS it is neither feasible nor prudent to locate the proposed bridge at a site other than the preferred **ALTERNATE** as described.	X	☐

MEASURES TO MINIMIZE HARM

NOTE: *Any response in a box will require additional information, and may result in an individual evaluation/statement. Consult the "Nationwide" Section 4(f) Evaluation procedures.*

This "Nationwide" Programmatic *Section 4(f)* Statement applies only when the following **Measures to Minimize Harm** have been assured; a check in a box MAY void the Programmatic application — if so, a full *Section 4(f)* Evaluation **will be required:**

	YES	NO
1. Is the bridge being rehabilitated under this proposed project?		X
If "YES", is the historic integrity of the structures being preserved to the greatest extent possible; consistent with unavoidable transportation needs, safety, and load requirements?	N.A.	☐
NOTE: If "NO", refer to item 2., following, to determine Programmatic applicability.		
2. The bridge is being replaced, or rehabilitated to the point where historic integrity is affected. Are adequate records being made of the existing structures under HISTORIC AMERICAN ENGINEERING RECORD standards, or other suitable means developed through consultation with SHPO and the ACHP?	X	☐
MDT's 1993 publication "Monuments Above The Water: Montana's Historic Highway Bridges, 1860-1956" and the identification of other similar structures within the state worthy of rehabilitation in its Roads and Bridges Historic Preservation Plan constitutes sufficient documentation for steel through truss structures.		
3. If the bridge is being replaced, is the existing structure being made available for alternative use with a responsible party to maintain and preserve same?	X	☐
See item 3.d) under "ALTERNATIVES & FINDINGS" previous; to-date, two private parties have inquired about the "Fullerton" ("Anderson") Bridge.		
4. If the bridge is being adversely affected, has agreement been reached through the *Section 106* process of the *National Historic Preservation Act* on these **Measures to Minimize Harm** (which will be incorporated into the proposed project) with the following:		
MDT's historic roads and bridges Programmatic Agreement with the FHWA, the SHPO, and the ACHP was signed by those agencies on the following dates:		
SHPO **on July 8, 1997**	X	☐
ACHP **on July 17, 1997**	X	☐
FHWA **on July 9, 1997**	X	☐
A copy of the **Programmatic Agreement** (**P.A.**) signed/approved by these agencies is attached **in APPENDIX D. The Programmatic Agreement is an attachment to MDT's Roads and Bridges Historic Preservation Plan.**	X	☐

COORDINATION

There has been additional **COORDINATION** with the following agencies regarding this proposed project (other than those listed previously):

City/County government: **Fergus County requested this proposed project in mid-1993.**
Local historical society: None
Adjacent property owners: **Both affected landowners were contacted by MDT in the Fall of 1993.**
Others: None

This proposed project is also documented as an **Environmental Assessment** under the requirements of the *National Environmental Policy Act* (**42 U.S.C. 4321**, *et seq.*).

SUMMARY

The "Do Nothing" alternative ignores the basic transportation needs for providing a wider roadway surface on the bridge and sufficient overhead clearance at this location. The existing bridge has a Sufficiency Rating of 4.0 on (see Part **I.B.** in the EA, previous) and extensive maintenance or replacement is needed if the structure is to remain in service much longer. The existing bridge cannot be rehabilitated without adversely affecting its historic integrity. Constructing a new bridge at a location which would present no adverse affect on the existing structure cannot be accomplished without causing extraordinary environmental impacts or substantially increasing engineering and construction costs. Therefore, no feasible and prudent alternatives exist to avoid the "use" (i.e.: removal) of this historic bridge if no suitable party/ies "adopt" it.

The proposed action meets all criteria regarding the required **ALTERNATIVES**, **FINDINGS**, and **Measures to Minimize Harm** which will be incorporated into this proposed project. All possible planning to minimize harm to 24MA1696 has been undertaken. This proposed project therefore complies with the July 5, 1983 Programmatic *Section 4(f)* Evaluation by the U.S. DEPARTMENT OF TRANSPORTATION's Federal Highway Administration.

APPROVAL

This document is submitted pursuant to **49 U.S.C. 303** and in accordance with the provisions of **16 U.S.C. 470f**.

Karl M Helvik
Karl M. Helvik, P.E.
Engineering Bureau Chief
MDT Environmental Services

Date: August 30, 1999

Approved: Darrin Grenfell
Federal Highway Administration

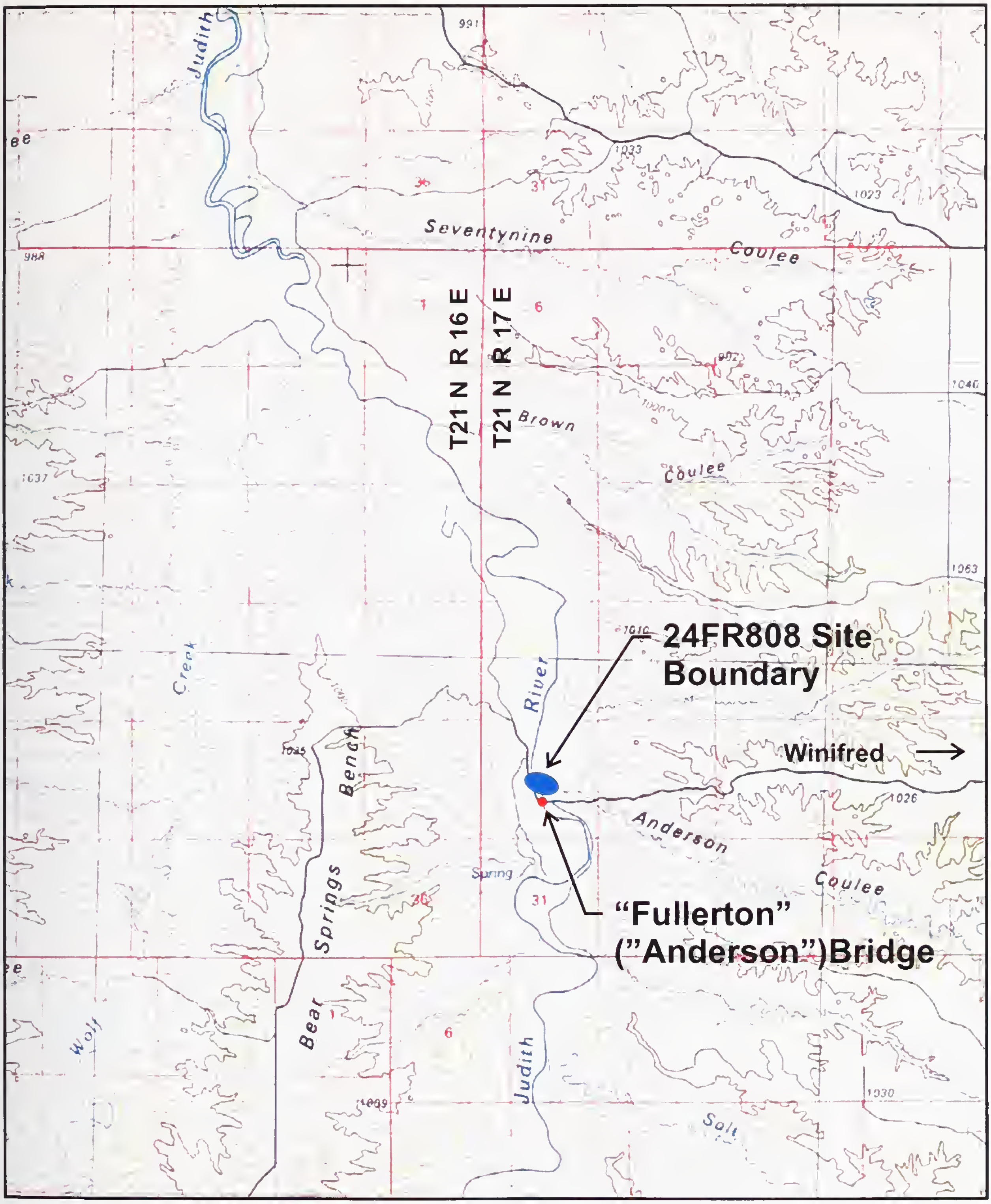
Date: 9/7/99

"ALTERNATIVE ACCESSIBLE FORMATS OF THIS DOCUMENT WILL BE PROVIDED ON REQUEST"

Judith R - W of Winifred
BR 9014(16)
Environmental Assessment

Appendices

Figure 4: *Section 4(f)* Properties Considered



Map Not To Scale

Appendix A: Correspondence

MASTER FILE COPY

BR 9014(16)
(C#2475)

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*

Date Of Land Evaluation Request: 25-Feb-99

Name Of Project: JUDITH R-W OF WINIFRED

Federal Agency Involved: USDoT - Federal Highway Administration

Proposed Land Use: highway right-of-way

County And State: Fergus, Montana

PART II *(To be completed by SCS)*

Date Request Received By SCS:

Does the site contain prime, unique, statewide or local important farmland? *(If no, the FPPA does not apply – do not complete additional parts of this form).* Yes ☐ No ☐

Acres Irrigated:

Average Farm Size:

Major Crop(s):

Farmable Land In Govt. Jurisdiction: Acres: %

Amount Of Farmland As Defined in FPPA: Acres: %

Name Of Land Evaluation System Used:

Name Of Local Site Assessment System:

Date Land Evaluation Returned By SCS:

	Maximum Points	Site A	Site B	Site C	Site D
PART III *(To be completed by Federal Agency)*		Alternative Site Rating			
A. Total Acres To Be Converted Directly		3.25	2.16		
B. Total Acres To Be Converted Indirectly		.25	0		
C. Total Acres In Site		5.75	4.55		
PART IV *(To be completed by SCS)* Land Evaluation Information					
A. Total Acres Prime And Unique Farmland					
B. Total Acres Statewide And Local Important Farmland					
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted					
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value					
PART V *(To be completed by SCS)* Land Evaluation Criterion Relative Value Of Farmland To Be Converted *(Scale of 0 to 100 Points)*					
PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(These criteria are explained in 7 CFR 658.5(b))*	Maximum Points				
1. Area In Nonurban Use	15	15	15		
2. Perimeter In Nonurban Use	10	10	10		
3. Percent Of Site Being Farmed	20	15	5		
4. Protection Provided By State And Local Government	20	0	0		
5. Distance From Urban Builtup Area	(N/A)	(N/A)	(N/A)		
6. Distance To Urban Support Services	(N/A)	(N/A)	(N/A)		
7. Size Of Present Farm Unit Compared To Average	10	5	1		
8. Creation Of Nonfarmable Farmland	25	5	0		
9. Availability Of Farm Support Services	5	2	1		
10. On-Farm Investments	20	2	1		
11. Effects Of Conversion On Farm Support Services	25	0	0		
12. Compatibility With Existing Agricultural Use	10	0	0		
TOTAL SITE ASSESSMENT POINTS	**160**	54	33		
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)*	**100**	100	100		
Total Site Assessment *(From Part VI above or a local site assessment)*	**160**	54	33		
TOTAL POINTS *(Total of above 2 lines)*	**260**	154	133		

Site Selected: B

Date Of Selection 26 - Feb - 99

Was A Local Site Assessment Used? Yes ☐ No ☒

Reason For Selection:

Less impacts (use) of Prime Farmland. "TOTAL POINTS" = 133, under 7 CFR 658.4(c), part (2): "sites receiving a total score of less than 160" (are) "given a minimal level of consideration for protection and no additional sites" (will) "be evaluated."

(See Instructions on reverse side)

Form AD-1006 (10-83)

Montana Department of Transportation
Helena, MT 59620-1001

MASTER FILE
COPY

Memorandum

To: Mark Wissinger, P. E., Supervisor
Contract Plans Section

From: Dave Hill, Project Biologist – Billings District
Environmental Services

Date: January 26, 1999

Subject: BR 9014(16)
Judith River – West of Winifred
CN 2475
SPA Permit

Enclosed is a copy of SPA Permit number MDT-129-98 for the above referenced project. Please note that there are a number of special conditions stated in this SPA permit that are not normally required. In order to identify these to the contractor please include the following special conditions in the contract plans:

Special Conditions

- During the construction period, temporary work/detour and permanent bridges on navigable/floatable streams and rivers should be adequately and properly signed upstream and downstream of the construction site warning users of the construction and potential hazards ahead.
- This project will cause a significant increase in turbidity, therefore, the Department of Environmental Quality should be contacted for an exemption from the surface water quality standards. (3A Authorization)

Please contact me at 444-7203 if you have any questions.

DH:dh

Enclosure

cc w/enclosure: B. Barrett
R. Tholt
C. Peil
J. Kolman
K. Helvik
D. Hill

Date Recd Preconst 1-27-99

Act	Info	MAIL ROUTE	Attach	Initial
	✓	30 Preconst Engr		
	✓	30 Assistant		
		30 Office Mgr		
		31 Safety Mgmt.		
	✓	32 Road Design		
		33 Environment		
	✓	34 Hydraulics		
		35 Survey & Mapping		
		36 Traffic Eng		
		39 Consultant Dsn.		
	✓	File		

Montana Fish, Wildlife & Parks

MASTER FILE COPY

RECEIVED
JAN 26 1999
ENVIRONMENTAL

1420 E. Sixth Avenue
P.O. Box 200701
Helena MT 59620-0701
January 22. 1999

Gordon Stockstad, Supervisor
MDT Environmental Services
Resources & Permitting Section
2701 Prospect Ave.
PO Box 201001
Helena, MT 59620-1001

RE: Permit No.MDT-129-98
Judith River West of Winifred
BR 9014 (16) P
CN # 2475

This permit is authorized by Montana Fish, Wildlife & Parks (FWP) in accordance with the Montana Stream Preservation Act. Approval is based upon the plans and special provisions that were submitted for our review. All applicable standard and supplemental specifications and conditions noted in the MOU between our agencies as well as MDT specifications that are applicable to this project are required along with the special conditions stated below:

1. No machinery will be allowed in any stream/river without prior written approval from FWP.

2. Construction activities performed in the stream and immediate vicinity shall be conducted in an expeditious manner. Disturbance to the streambed and streambank shall be minimized.

3. Disturbed streambanks will be restored to their natural configuration, stabilized, and revegetated. Long-term erosion control measures shall be installed and maintained to protect these areas until adequate vegetation has been established.

4. Adjacent areas disturbed by the construction activity shall be protected with temporary erosion control measures prior to and during construction and shall be revegetated as soon as possible. Erosion control will be removed when adequate vegetation has become established.

5. If feasible, the amount of riprap between the end abutments and the piers should be reduced.

NOTE: During the construction period, temporary work/detour and permanent bridges on navigable/floatable streams and rivers should be adequately and properly signed upstream and downstream of the construction site warning users of the construction and potential hazards ahead.

X__ This project will cause a significant increase in turbidity, therefore, the Department of Environmental Quality should be contacted for an exemption from the surface water quality standards. (3-A Authorization)

__ This project will not cause significant turbidity and a 3-A Authorization will not be required.

Glenn Phillips, Chief
Habitat Protection Bureau
Fisheries Division

bridge.fmt

c: Region 4 - Steve Leathe
Jeff Ryan/DEQ
Chrest C-C

Montana Fish, Wildlife & Parks

MASTER FILE COPY

CC: B.H. Barrett
C.S. Peil
J.P Kolman
D.R. McIntyre
K.M. Helvik
D.M. Hill

ECEIVED
JAN 08 1999
VIRONMENTAL

1420 E 6th Ave
PO Box 200701
Helena MT 59620-0701
January 7, 1999

Gordon Stockstad, Supervisor
MDT Environmental Services
Resources & Permitting Section
2701 Prospect Ave.
PO Box 201001
Helena MT 59620-1001

RE: Preliminary Comments
BR 9014 (16)
CN# 2475
Judith River - W of Winifred

Please consider the following comments pertaining to the planning process for the crossing over the Judith River. This section of the river has significant fishery values for both cold and warm water species. Relative to bridge design, we would prefer having only one central pier in the river. We determined from on-site inspection that the stream banks in this reach are relatively stable. We noted that ice jams occur in the area, however, we recommend reducing the amount of riprap proposed to protect the end bents since scour does not appear to be a significant problem. Time restrictions on in-stream work will be provided later.

Thank you for the opportunity to provide comments on this project.

Sincerely,

Glenn Phillips, Chief
Habitat Protection Bureau
Fisheries Division

cc: Region 4-Steve Leathe
Chrest C-C
Jeff Ryan - DEQ

Date Recd Preconst 1-11-99

Act	Info	MAIL ROUTE	Attach	Initial
	✓	30 Preconst Engr		
	✓	30 Assistant		
		30 Office Mgr		
		31 Safety Mgmt.		
	✓	32 Road Design		
		33 Environment		
	✓	34 Hydraulics		
		35 Survey & Mapping		
		36 Traffic Eng		
		38 Consultant Dsn.		
	✓	File		

DEPARTMENT OF ENVIRONMENTAL QUALITY
PERMITTING & COMPLIANCE DIVISION
WATER PROTECTION BUREAU

MARC RACICOT, GOVERNOR

Metcalf Building
1520 East Sixth Ave.

STATE OF MONTANA

Phone: (406)444-3080
Fax: (406)444-1374

PO Box 200901
Helena, MT 59620-0901

MASTER FILE COPY

RECEIVED
OCT 30 1998
ENVIRONMENTAL

cc: B. H. Barrett
J. P. Kolman
C. S. Peil

October 29, 1998

Mr. Karl Helvik, Chief
Engineering Bureau - Environmental Services
Montana Department of Transportation
P. O. Box 201001
Helena MT 59620-1001

BR 9014(16)
Judith R-W of Winfred
C# 2475

Dear Karl,

I am responding to the October 14, 1998 letter you sent to Jan Sensibaugh relative to comments on the subject project. The water bodies impacted by the project are B-1 Class waters and are listed as "water quality limited" (listing attached).

The bridge project as currently designed does not appear to present adverse water quality/environmental impacts. Our primary concern would be that the bridge be long enough to provide adequate bedload movement.

I wonder if you would consider sending these requests directly to me instead of Jan Sensibaugh. I talked to Jan about this and she has no problems with it. I would receive the project information directly and respond faster.

Also, I've attached a previous letter I sent to you in response to Ringling - North. At a recent Interagency Wetlands Group (IAWG) meeting, Larry Urban distributed information that indicated that almost two miles of a historic channel of the West Fork of the Smith River will again have the river directed through it in conjunction with the highway reconstruction project. Obviously, this proposal is very positive from a fisheries and water quality perspective.

In the future, please contact us earlier in the design phase when these opportunities arise. We would be happy to provide any technical assistance requested to further enhance the water quality aspects of this project.

Sincerely,

Marion Anthony for

Jeff Ryan
Water Quality/Wetland Specialist

cc: Ken Chrest, FWP Jan Sensibaugh, DEQ

MAIL ROUTE
Act
Info
30 Precons't Engr
30 Ass[illegible]
30 C[illegible] Engr
[illegible] Mgmt.
[illegible] Road Design
33 Environment
34 Hydraulics
35 Survey & Mapping
36 Traffic Eng
39 Consultant Dsn.
File
Attach
Initial

"AN EQUAL OPPORTUNITY EMPLOYER"

WATERBODY NUMBER	USGS HUC No.	MAP ID	ASSESSMENT DATE (yr/mo)	WATERBODY NAME (STREAMS)	EST. LGTH. (miles)	TMDL DEVEL. PRIORITY	PROBABLE IMPAIRED USES	PROBABLE USE SUPPORT (miles) THREAT	PARTIAL	NON-SUPPORTING	(CAUSES AND SOURCES OF IMPAIRMENT ARE NOT LINKED) PROBABLE CAUSE	PROBABLE SOURCE
MT41S001-1	10040103	1	8910	JUDITH RIVER	56	LOW	AQUATIC LIFE SUPPORT COLD WATER FISHERY -TROUT		56 56		Nutrients Other habitat alterations Siltation Suspended solids	Agriculture Irrigated Crop Production Range Land Silviculture
MT41S002-1	10040103	2	8910	DRY WOLF CREEK	24	LOW	AGRICULTURE AQUATIC LIFE SUPPORT DRINKING WATER SUPPLY			24 24 24	Nutrients Other inorganics Salinity/TDS/chlorides	Agriculture Natural Sources
MT41S002-2	10040103	3	8910	WOLF CREEK	26	LOW	AGRICULTURE DRINKING WATER SUPPLY RECREATION WARM WATER FISHERY			26 26 26 26	Flow alteration Nutrients Other habitat alterations Salinity/TDS/chlorides	Agriculture Domestic Wastewater Lagoon Natural Sources
MT41S002-3	10040103	4	8910	WARM SPRING CREEK	5	LOW	AQUATIC LIFE SUPPORT WARM WATER FISHERY		5 5		Other habitat alterations Siltation	Agriculture Irrigated Crop Production Range Land
MT41S002-4	10040103		8910	MASON GULCH	1	LOW	AQUATIC LIFE SUPPORT DRINKING WATER SUPPLY WARM WATER FISHERY		1 1 1		Metals	Resource Extraction Subsurface Mining
MT41S002-5	10040103	5	9105	SAGE CREEK	48	LOW	COLD WATER FISHERY -TROUT	48			Flow alteration Siltation Suspended solids	Agriculture Natural Sources
MT41S002-6	10040103	6	9105	WILLOW CREEK	23	LOW	COLD WATER FISHERY -TROUT	23			Flow alteration Siltation Suspended solids	Agriculture Natural Sources
MT41S003-1	10040103	7	9105	ROSS FORK JUDITH RIVER	36	LOW	AQUATIC LIFE SUPPORT COLD WATER FISHERY -TROUT DRINKING WATER SUPPLY	 36	36 36		Other habitat alterations Siltation	Agriculture Irrigated Crop Production Natural Sources Range Land
MT41S003-2	10040103	8	8910	JUDITH RIVER	11	LOW	AQUATIC LIFE SUPPORT COLD WATER FISHERY -TROUT		11 11		Nutrients Other habitat alterations Siltation Suspended solids	Agriculture Irrigated Crop Production Range Land Silviculture
MT41S003-3	10040103	9	9010	SOUTH FORK JUDITH RIVER	19	LOW	AQUATIC LIFE SUPPORT COLD WATER FISHERY -TROUT		19 19		Siltation	Agriculture Highway/Road/Bridge Construction Natural Sources Range Land Silviculture
MT41S004-1	10040103	10	9202	BIG SPRING CREEK	4	MODERATE	COLD WATER FISHERY -TROUT RECREATION	4 4			Nutrients Other habitat alterations Suspended solids	Aquaculture Land Development
MT41S004-2	10040103	11	9202	BIG SPRING CREEK	18	MODERATE	AQUATIC LIFE SUPPORT COLD WATER FISHERY -TROUT RECREATION SWIMMABLE		18 18 18 18		Noxious aquatic plants Nutrients Other habitat alterations Siltation	Agriculture Channelization Domestic Wastewater Lagoon Municipal Point Sources Off-farm Animal Holding/Management Area Silviculture Urban Runoff/Storm Sewers
MT41S004-3	10040103	12	8910	BEAVER CREEK	23	LOW	AQUATIC LIFE SUPPORT COLD WATER FISHERY -TROUT		23 23		Nutrients Suspended solids	Agriculture
MT41S004-4	10040103	13	8910	CASINO CREEK	12	LOW	COLD WATER FISHERY -TROUT	12			Nutrients Suspended solids	Domestic Wastewater Lagoon
MT41S004-5	10040103	14	8910	COTTONWOOD CREEK	28	LOW	COLD WATER FISHERY -TROUT	28			Nutrients Organic enrichment/DO Suspended solids	Domestic Wastewater Lagoon

Montana Department of Fish, Wildlife & Parks

ER FILE COPY

RECEIVED

JUL 10 1997

ENVIRONMENTAL

624 NE Washington
Lewistown, MT 59457

June 30, 1997

Jona Morton
Montana Department of Transportation
PO Box 201001
Helena, MT 59620-1001

Dear Jona:

This letter is written in response to questions concerning fisheries resources on the Judith River for BR 9014(16), Control Number 2475. This stream supports a warmwater fish population. I have attached a copy of the fish data available from this reach. These fish typically spawn in the spring during run-off. General erosion control guidelines should be followed during bridge construction. The old bridge also needs to be removed from the site in an appropriate manner.

The new bridge should not have more structure located in the flood plain than is found in the current bridge; abutments should not be moved further into the flood plain or river pilings added. The Judith River can have high flows whose frequency and stage height are not well understood, since there is not a gauge station on the Judith River.

If you have further questions regarding this matter give me a call at 538-4658.

Sincerely:

Anne Tews

Anne Tews
Fisheries Biologist

Recd Precnst 8-11-97

	MAIL ROUTE	Attch
✓	30 Precon Engr	
✓	30 Assistant	
	30 Office Mgr	
	31 Safety Mgmt.	
✓	32 Road Design	
	~~33~~ Environment	
✓	34 Hydraulics	
	35 Survey & Mapping	
	36 Traffic Eng	
	39 Consultant Dsn.	

CC: Without Attachments
Bruce Barrett
Joe Kolman
Ed Larson
Mark Petterson

With attachments:
Jona Morton

State Historic Preservation Office
Montana Historical Society
1410 8th Avenue • PO Box 201202 • Helena, MT 59620-1202 • (406) 444-7715

[illegible] FILE
COPY

RECEIVED
AUG 17 1994
ENVIRONMENTAL BUREAU

August 16, 1994

Gordon L. Stockstad, Acting Manager
Environmental Services
Montana Department of Transportation
2701 Prospect Ave.
Helena, MT 59620-1001

Re: Judith River Bridge - 10 Miles NW of Winifred
BR 9014(16)

Dear Gordon:

Thank you for requesting our comments on this project. **We concur that the homestead, later ranch, recorded as 24FR808 has lost too much integrity to qualify for listing in the National Register.** We were, however, impressed at the setting of the bridge, and by the fact that in long view the farm complex does not stand out as modern in that landscape. We do hope that your plans for this project include taking a very close look at preservation and rehabilitation the bridge, which does seem to be an ideal candidate for just the kind of care called for in our PA. Please let us know, and please do call if we can assist a preservation effort in any way. Thanks.

Sincerely,

Kathy

Katherine M. Huppe
Archaeologist/Historian

File: Comp/ MDT project file
Comp/ MDT PA/ Historic Roads and Bridges

State Historic Preservation Office
Montana Historical Society
1410 8th Avenue • PO Box 201202 • Helena, MT 596)6) 444-7715

C.R.
FILE
COPY

March 30, 1994

Jon Axline
Environmental and Hazardous Waste
Montana Department of Transportation
2701 Prospect Ave.
Helena, MT 59620

RE: Cultural Resource File Search - BR 9014(16); 10 Miles West of Winifred; Control No. 2475; T21N/R17E/S.30; FR Co.

Dear Jon:

I have conducted a cultural resource file search for the above cited project location. Currently, no cultural resources are recorded in that location.

Let me know if you have any questions.

Sincerely,

Leanne

Leanne Kurtz
Historian/Cultural Records

FILE: MDOT/1994

Appendix B: Initial Assessment Form for the Existing "Fullerton" ("Anderson) Bridge

Montana Department of Transportation

INITIAL ASSESSMENT FORM FOR STRUCTURE

L14001009+05001

10M W WINIFRED

Page 1 of 1

Form bmsu01web

General Location Data

District Code. Number Location 05 Dist 5 BILLINGS

Division Code. Location 62 LEWISTOWN

County Code. Location 027 FERGUS

City Code. Location : 00000 RURAL AREA

Kind of Hwy Code. Description 44 County Hwy

Route Number 14001

Owner by Code. Description 2County Highway Agency

Maintained by Code. Location 2County Highway Agency

Intersecting Feature . JUDITH RIVER 012

Kilometer Post : 15.288796

Structure on the State System —

Structure on the NHS —

Structure Latitude 47^33'42"

Longitude 109^35'24"

Structure Rating & Posting Data

Loading Data :

Design Loading Code. Desc :	0 Other or Unknown
Inventory Load. Type. Desc :	2.7 2 AS Allowable Stress
Operating Load. Type. Desc :	3.6 2 AS Allowable Stress
Posting Code. Desc :	0 >39.9% below

Rating Data :

	Operating	Inventory	Posting
Truck Type 1 :	-1	4	6
Truck Type 2 :	-1	6	
Truck Type 3 :	8	6	

Structure Deck. Roadway & Span Data

Structure Length : 53.64 M

Deck Area : 262 SQ M

Deck Roadway Width : 4.88 M

Approach Roadway Width : 5.49 M

Number of Main Spans : 1

Number of Approach Spans : 1

Traffic Data

Total ADT : 100

Truck Percent : 3 %

ADT Count Year : 1995

Structure Construction Data

Construction Project Number :

Construction Station : +

Construction Drawing Number : none

Construction Year : 1910

Reconstruction Year : 1970

Structure Vertical & Horizontal Clearance Data

Vertical Clearance Over : 3.00 M

Vertical Clearance Under : 0.00 M

Horizontal Clearance Under Right : 0.00 M

Horizontal Clearance Under Left : 0.00 M

NBI Inspection Data

Inspection Due Date : 21 August 1998

(91) Inspection Fequency (months) : 24

(90) Date of Last Inspection : 21 August 1996

Sufficiency Rating : 4

(90) Inspection Date : 3-2-98

Structure Status : Structurally Deficient and Eligible for Replacement

(67) Structure Rating :	2		
(58) Deck Rating :	5	5	
(59) Superstructure Rating :	4	4	
(60) Substructure Rating :	5	5	
(68) Deck Geometry	2		
(72) App Rdwy Align :	4	4	
(41) Posting Status :	P		
(36A) Bridge Rail Rating :	0	0	
(36B) Transition Rating :	0	N	
(36C) Approach Rail Rating :	0	N	
(36D) End Rail Rating :	0	0	
(62) Culvert Rating :	N	N	
(61) Channel Rating :	6	6	
(113) Scour Critical :	U		
(71) Waterway Adequacy	7	7	

Crew Hours for inspection : -1 2.5

(112)Structure of NBI Length : X

Snooper Required : N

Snooper Hours for inspection : -1

Unrepaired Spalls : -1 M SQ 0.0

Deck Surfacing Depth : IN 2"

2 Span arrangement
Main - Truss
Approach - Timber

Rob Langford

Montana Department
of Transportation

ADDITIONAL ELEMENT ASSESSMENT INFORMATION

PAGE ___ OF ___

Structure Number L14001009 +0.500-1

SPAN GROUP "1"

Location 10 m W WINIFRED

Form BMSACC

Element Inspection Date:	3-2-98	Skew Angle :	0° 0'	Design Description	
Span Description :	APPROACH	Left Curb Width :	0.0m	Material Description :	TIMBER/
Inspector Initials:	RPL/mm	Right Curb Width	0.0 m		

Element No. 31

Element Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State
WOOD DECK BARE.	1	38	SQ M		100%				

Quantity Calc. RUNNERS 3" X 1.0m X 7.61 DECK 4.95 X 7.61 = 38.0 sq.m

Inspection Notes

Element No. 332

Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State
BR. RAIL TIMBER	1	16	m		80%	10%	10%		

Quantity Calc. 8.16 X 2 = 16.32 m

Inspection Notes N.W. RAIL POST COMING LOOSE - SEE PHOTO RAIL LOOSE AND WEATHER CHECKED 10% IN CONDITION STATE 3 FOR POST 10% FOR LOOSE RAIL

Element No. 111

Element Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State
OPEN GIRDER	2	46	m		85%	15%			

Quantity Calc. 7.61 X 6 = 45.66 (SIZE 7.61 X 0.25 X 0.40)

Inspection Notes FROM THE SOUTH GIRDER # 3 HAS LARGE CRACK ½"+ 1/3 FULL LENGTH

MDT Montana Department of Transportation

ADDITIONAL ELEMENT ASSESSMENT INFORMATION

PAGE ___ OF ___

Structure Number L14C01C09 +0, 500-1

Location 10 M W WINIFRED

Form BMSACO

ment Inspection Date:	3-2-98	Skew Angle:	0° 0'	Design Description	
Span Description	APPROACH	Left Curb Width	0.0 m	Material Description	TIMBER
nspector Initials	RPL/MM	Right Curb Width	0.0 m		

Element No. 235									
Element Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
CAP	2	13	m		50%		50%		

Quantity Calc. 2 X 6.30 = 12.60 m

Inspection Notes ABUTMENT CAP BEGINING TO CRUSH SEE PHOTO

Element No. 206									
escription	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
PILE	2	5	ea		100%				

uantity Calc. EAST ABUT PILE WOOD WEST ABUT PILE STEEL

spection Notes

ement No. 216									
ement Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
ABUTMENT	2	15	m		95%	5%			

uantity Calc. 5.50 m + 4.95 + 4.70 = 15.15 m

spection Notes NORTH WINGWALL LEANING OUT

Montana Department of Transportation

ADDITIONAL ELEMENT ASSESSMENT INFORMATION PAGE ___ OF ___

Structure Number L14001009 + 0.500 - 1

SPAN GROUP "2" Location 10 m W WINIFRED

Element Inspection Date	3-2-98	Skew Angle	0° 0'	Design Description	
Span Description	MAIN	Left Curb Width	0.0m	Material Description	STEEL & CONC WOOD
Inspector Initials	RPL/MM	Right Curb Width	0.0m		

Element No 31

Element Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State
WOOD DECK - BARE	1	227	SQ m	X					

Quantity Calc 4.95 x 45.93 = 227.35 sq. m

Inspection Notes DECK PLANKS BEGINNING TO DECAY AT (OVER) STRINGERS. ON THE EAST END, NORTH SIDE, APPROX 20' FROM THE ABUTMENT, PLANK HAS DECAYED COMPLETELY INTWO. SEE PHOTO. SEVERAL HOLES IN PLANKIN BETWEEN AND OUTSIDE OF RUNNING PLANKS. SEE PHOTOS. FOR THE MAJORI OF THE DECK, PLANKING IS CRACKED, SPLIT AND CHECKED. SOME PLANKING WORKING LOOSE. RUNNERS ARE 0.9m x 45.93 m 3" DEEP. RUNNERS HAVE SPLITS AND IS CRACKING. THE ARE ALSO BEGINNING TO LOOSEN. THEY HAVE LIGHT TO MODERATE WEAR.

NOTE: THIS STRUCTURE IS DUE TO BE REPLACED 1998-1999

Element No 330

Element Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
BR. RAIL MET. U.P.	1	92	m			80%		20%	

Quantity Calc. 2 x 45.95 = 91.9 m

Inspection Notes BOLTS LOOSE, BENT, SUPPORTS WOBBLY, AND TRAFFIC IMPACTS THROUGHOUT. VOID OF PAINT.

20% IN CONDITION STATE 4 FOR TRAFFIC IMPACT

80% IN CONDITION STATE 2 FOR LOOSE AND WOBBLY SUPPORTS.

VOID OF PAINT, MODERATE CORROSION THROUGHOUT

MDT Montana Department of Transportation

ADDITIONAL ELEMENT ASSESSMENT INFORMATION

PAGE ___ OF ___

Structure Number L14001009 + 0.500-1

Location 10 m W WINIFRED

Inspection Date	3-2-98	Skew Angle	0° 0'	Deck Description	
Span Description	MAIN	Left Curb Width	0.0m	Metal Description	STEEL-CONCR. WOOD
Inspector Initials	RDL/MM	Right Curb Width	0.0m		

Element No 120

Element Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
BT. CORD. TH.TRUS	2	92	m			20%	75%	5%	

Quantity Calc 45.93 x 2 = 91.9 m

Inspection Notes LOWER CORD = FROM THE WEST, STARTING AT THE END FLOOR BEAM CONTINUING EAST TO L1 BOTH SIDES. BETWEEN THE HIP VERTICAL AND L-1 THE INTERIOR I-BAR BROKEN. SEE PHOTO. BETWEEN L-1 & L-2 I BARS BENT ON BOTH SIDES. BETWEEN L-2 & L-3 I BARS ALSO BENT. BETWEEN L-3 & L4 ALSO BENT. BETWEEN L-4 & L-5 SOUTH SIDE EXTERIOR I BAR BENT. L-6, 7, 8 ALSO HAVE BENT I BARS.

20% FOR RUSTING ELEMENTS - MODERATE VOID OF PAINT
75% FOR BENT "I" BARS
5% FOR BROKEN "I" BAR

Element No 125

Element Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
H. TR. EX. BT. CD.	2	92	m			100%			

Quantity Calc. 45.93 x 2 = 91.9

Inspection Notes ALL 4 INCLINED END POSTS HAVE EVIDENCE OF STRESS. BUCKELING OCCURING AT THE BOTTOMS AT RIVETED JOINTS SEE PHOTO. LATICE BRACING IN THE UPPRIGHT MEMBERS IN NUMERIOUS LOCATIONS BUCKELING. TRAFFIC IMPACTS THROUGHOUT. UNEVEN TENSION IN HIP, AND VERTICALS BETWEEN U-1 & U2, U-6 & U-7 DIAGONALS U-2; U3, U5-U6, ALSO HAVE UNEVEN TENSION VERTICAL OF U-1, NORTH SIDE AT FLOOR BEAM CONNECTION IS BENT. VOID OF PAINT THROUGHOUT.
E: 100% IN CONDITION STATE 2 BECAUSE THE TRAFFIC IMPACT DOES NOT WARRENT ANALYSIS. NO FAILED MEMBERS HOWEVER STRESS EXSISTS. VOID OF PAINT MODERATE CORROSION

MDT Montana Department of Transportation

ADDITIONAL ELEMENT ASSESSMENT INFORMATION

PAGE ___ OF ___

Structure Number L14001009+0.500-1

Location 10 M W. WINIFRED

Inspection Date	3-2-98	Skew Angle	0° 0'	Design Description	
Span Description	MAIN	Left Curb Width	0.0m	Material Description	STEEL-CONCRETE
Inspector Initials	RPL/MM	Right Curb Width	0.0m		WOOD

Element No. 311

Element Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
MOVEABLE BRG.	2	2	ea			100%			

Quantity Calc.

Inspection Notes MODERATE CORROSION. BOTH EXTENDED ALL THE WAY OUT TEMP. 35° ± BOLTS BENT SLIGHTY. MODERATE CORROSION THROUGHOUT VOID OF PAINT. CONCRETE BEGINNING TO SCALE AT BEARING SEATS.

Element No. 312

Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
FXD BEARINGS	2	2	ea			100%			

Quantity Calc.

Inspection Notes MODERATE CORROSION. VOID OF PAINT CONCRETE BEGINING TO SCALE ~~AS~~ AT THE BEARING SEATS

Element No. 207

Element Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
COLUMNS	2	4	ea			75%	25%		

Quantity Calc.

Inspection Notes NOTE: COLUMNS ARE ACTUALLY CAISSONS. N.E. CAISSON CRACKED (SEE PHOTO) EXTERIOR.

~~SEE~~ NOTE: 201 "H" PILE IN WEST ABUTMENT CALLED OUT SEPARATELY ON LAST PAGE

Montana Department of Transportation

ADDITIONAL ELEMENT ASSESSMENT INFORMATION

PAGE ___ OF ___

Structure Number L14001009+0.500-1

Location 10 M W. WINIFRED

Form BMSADD

Element Inspection Date	3-2-98	Skew Angle	0° 0'	Design Description :	
Span Description :	MAIN	Left Curb Width	0.0m	Material Description :	STEEL & CONCRETE
Inspector Initials:	RAL/MM	Right Curb Width :	0.0m		WOOD

Element No. 180

Element Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
VERT X FRAMES	2	40	m			100%			

Quantity Calc. 4.95 x 8 = 39.6 m

Inspection Notes BOTH PORTAL VERTICALS HAVE TRAFFIC IMPACTS. VOID OF PAINT MODERATE CORROSION THROUGHOUT

Element No. 112

Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
STRINGERS	2	368	m			100%			

Quantity Calc. 8X 45.95 = 367.6m

Inspection Notes MODERATE CORROSION WITH MOSS GROWING THROUGHOUT. VOID OF PAINT

Element No. 151

Element Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
FLOOR BEAMS	2	50	m			100%			

Quantity Calc. 10 X 4.95 = 49.50 m

Inspection Notes FROM THE WEST BEAM #2 AT HIP VERTICAL, NORTH SIDE CONNECTION BENT SLIGHTLY. MODERATE CORROSION WITH MOSS GROWING THROUGHOUT, VOID OF PAINT. BENT MEMBER DOES NOT WARRENT ANALYSIS

Montana Department
of Transportation

ADDITIONAL ELEMENT ASSESSMENT INFORMATION

PAGE ___ OF

Structure Number L14001009+0.500-1

Location 10-M W. WINIFRED

Form BMSACC

Element Inspection Date	3-2-98	Skew Angle	0° 0'	Design Description	
Span Description	MAIN	Left Curb Width	0.0m	Material Description	STEEL CONCRE
Inspector Initials	RAC/MM	Right Curb Width	0.0m		WOOD

Element No. 216

Element Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State
ABUTMENT	2	16	m		60%		30%	10%	

Quantity Calc. 1X 16.39 m

Inspection Notes NOTE. [illegible] FRAME ACROSS FACE OF ABUTMENT.

ABUTMENT LEANING IN: THIS DOES NOT EFFECT THE BRIDGE. THE BRIDGE SETS ON THE CAISSONS. DECAY IN WING WALLS SEE PHOTO

Element No. 362

Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State
TRAFFIC IMP.	–	1	EA	✓	100%				

Quantity Calc.

Inspection Notes DAMAGE TO RAIL SYSTEM AND INCLINED END POSTS (ALL 4)

Element No. 202

Element Description	Env	Quantity	Units	Insp. As Each	Pct State 1	Pct State 2	Pct State 3	Pct State 4	Pct State 5
Pile	2	4	ea		100%				

Quantity Calc.

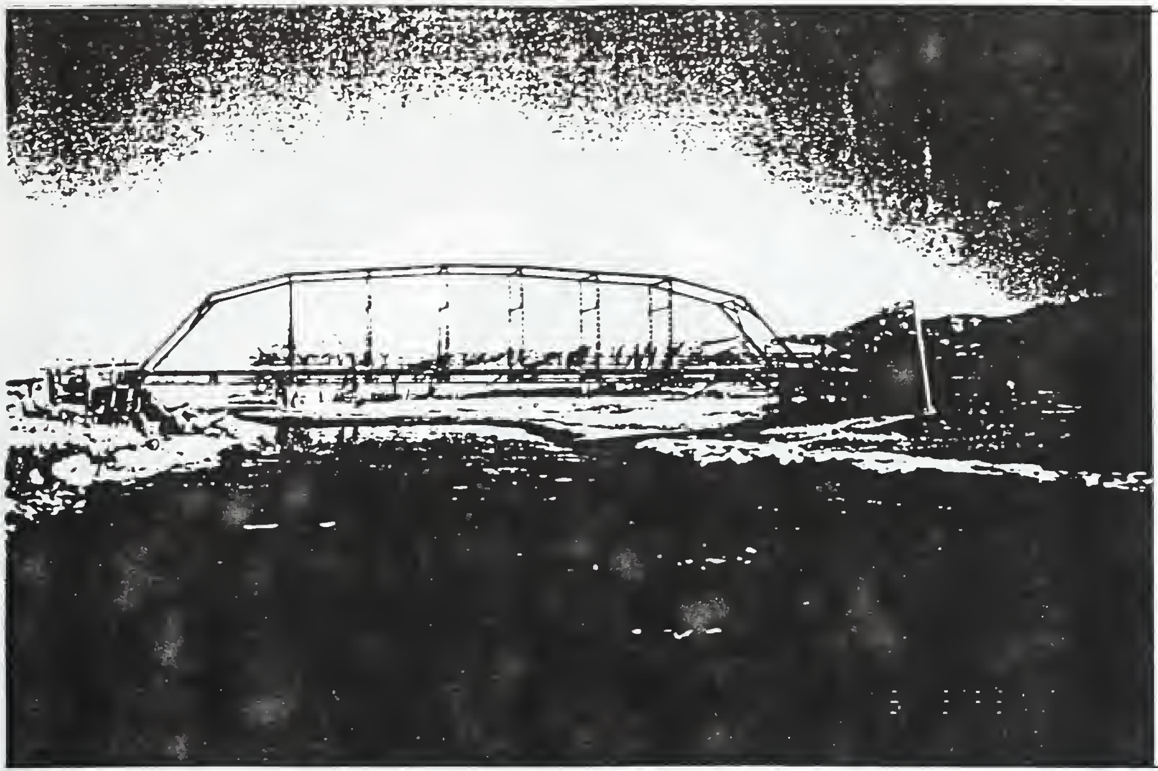
Inspection Notes STEEL "H" PILE CALLED OUT SEPARATE FROM CAISSONS
PILE LEANING

PHOTOGRAPHIC INSPECTION INFORMATION

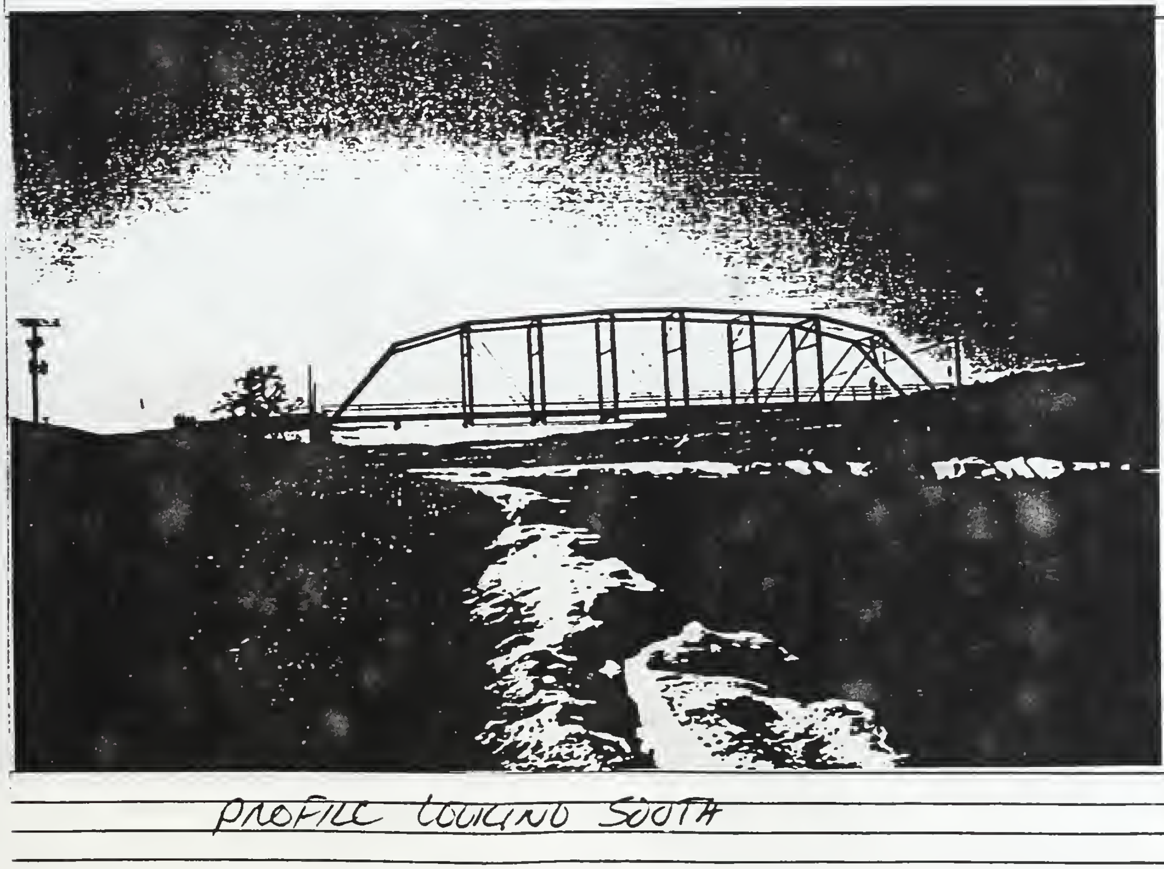
PAGE ___ OF ___

[illegible]

Location 10 M W WINIFRED



PROFILE LOOKING NORTH



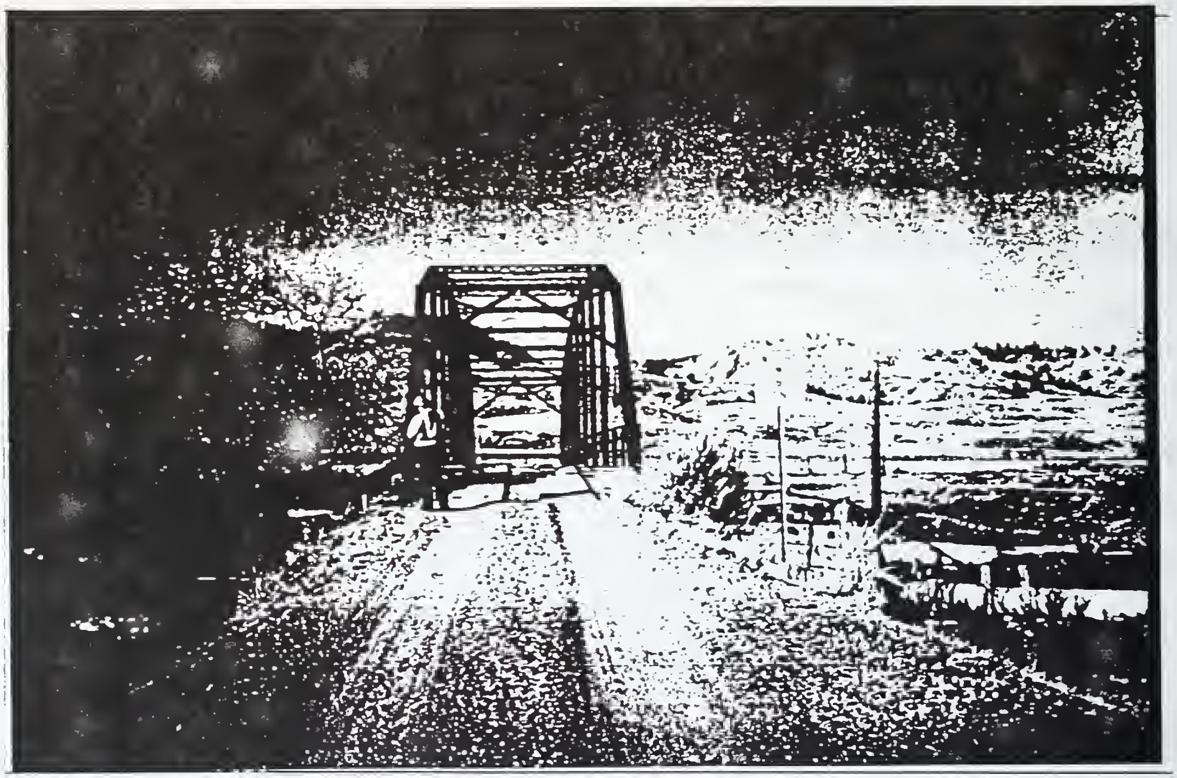
PROFILE LOOKING SOUTH

PHOTOGRAPHIC INSPECTION INFORMATION

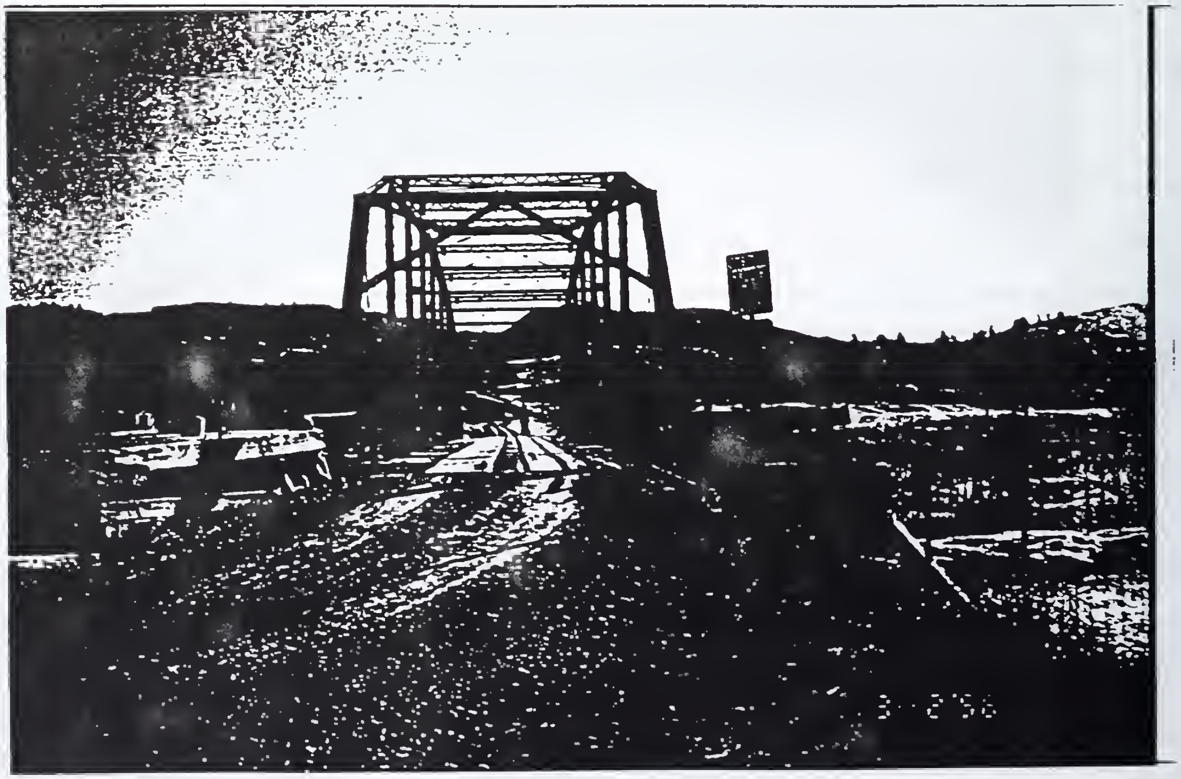
PAGE ___ OF ___

Structure Number L14001004 +0.700

Location 10 M W WINIFRD



APP LOOKING WEST



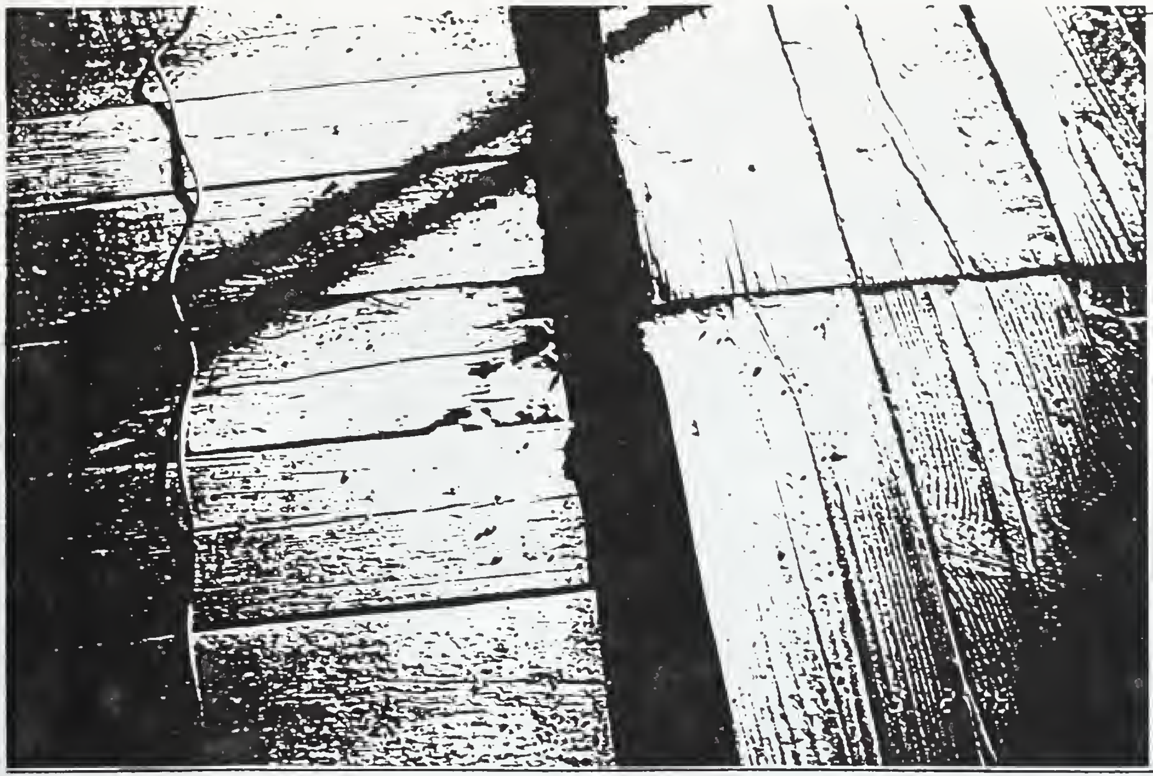
APP LOOKING EAST

PHOTOGRAPH INSPECTION INFORMATION

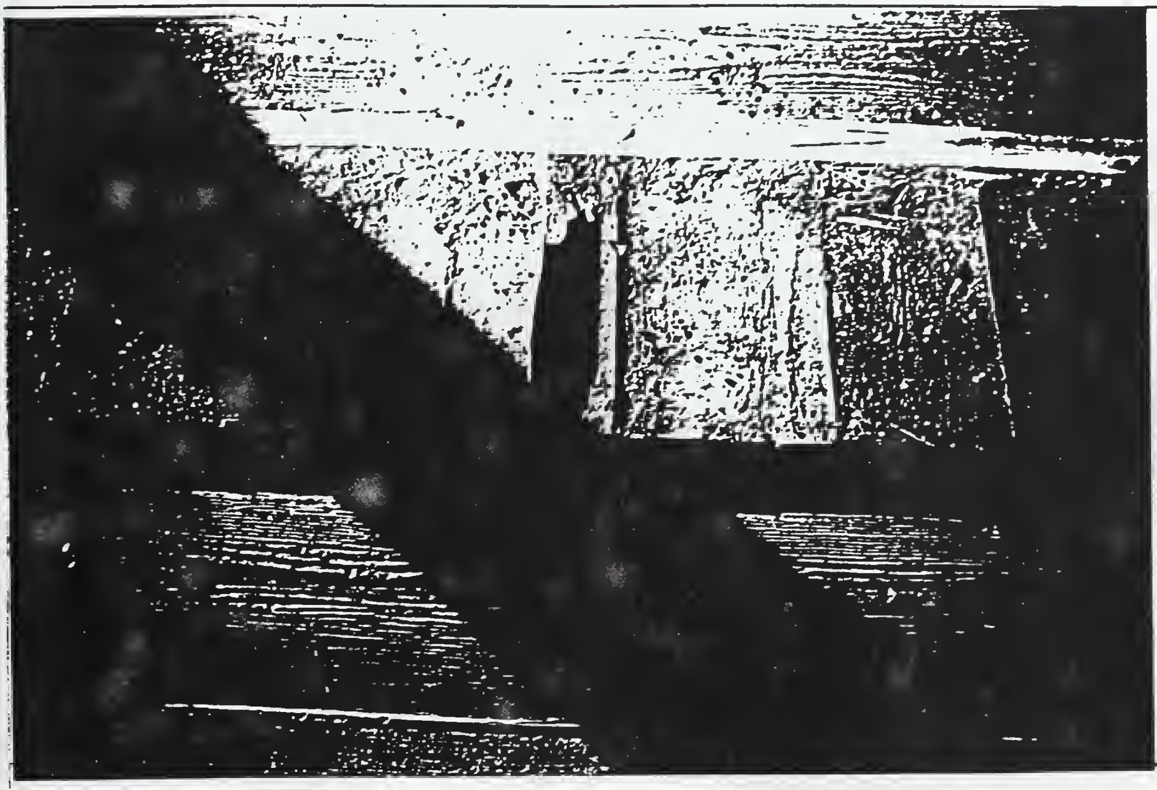
Page ___ of ___

USCC 309-C 330-

10M W WINIFRED



PLANK PULLED AWAY FROM UNDER RUNNER



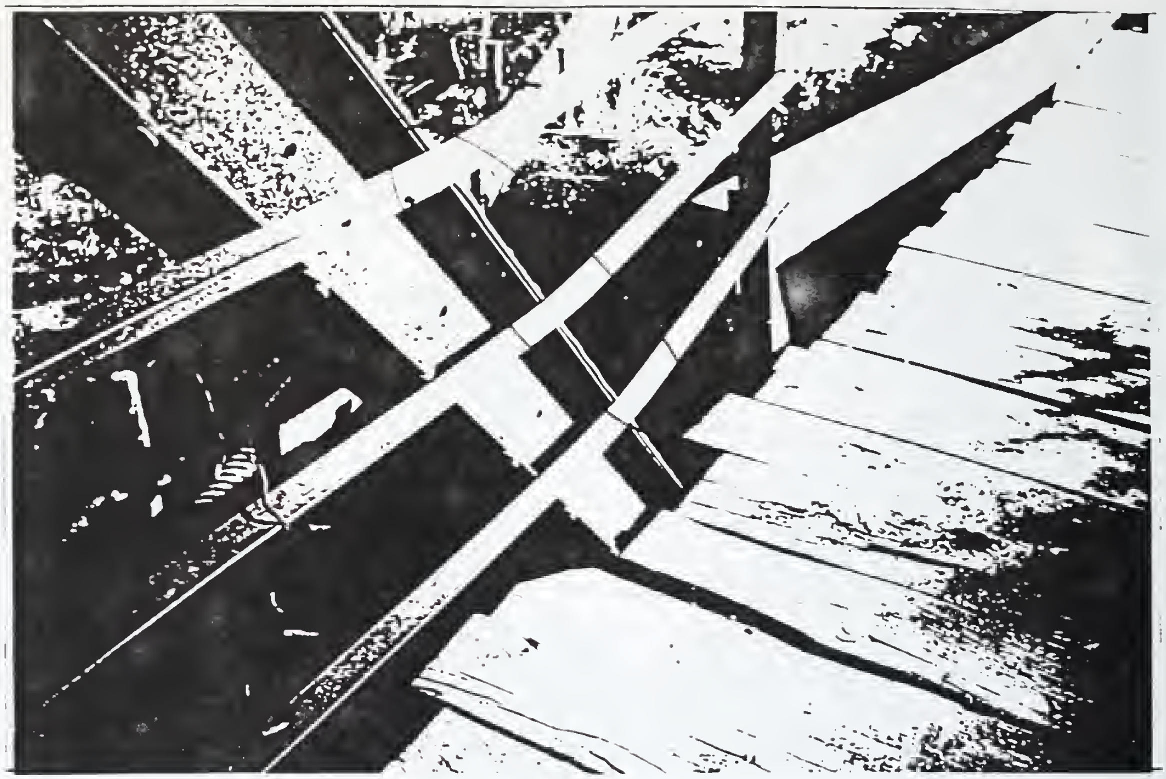
ANOTHER HOLE IN DECK

PHOTOGRAPHIC INSPECTION INFORMATION

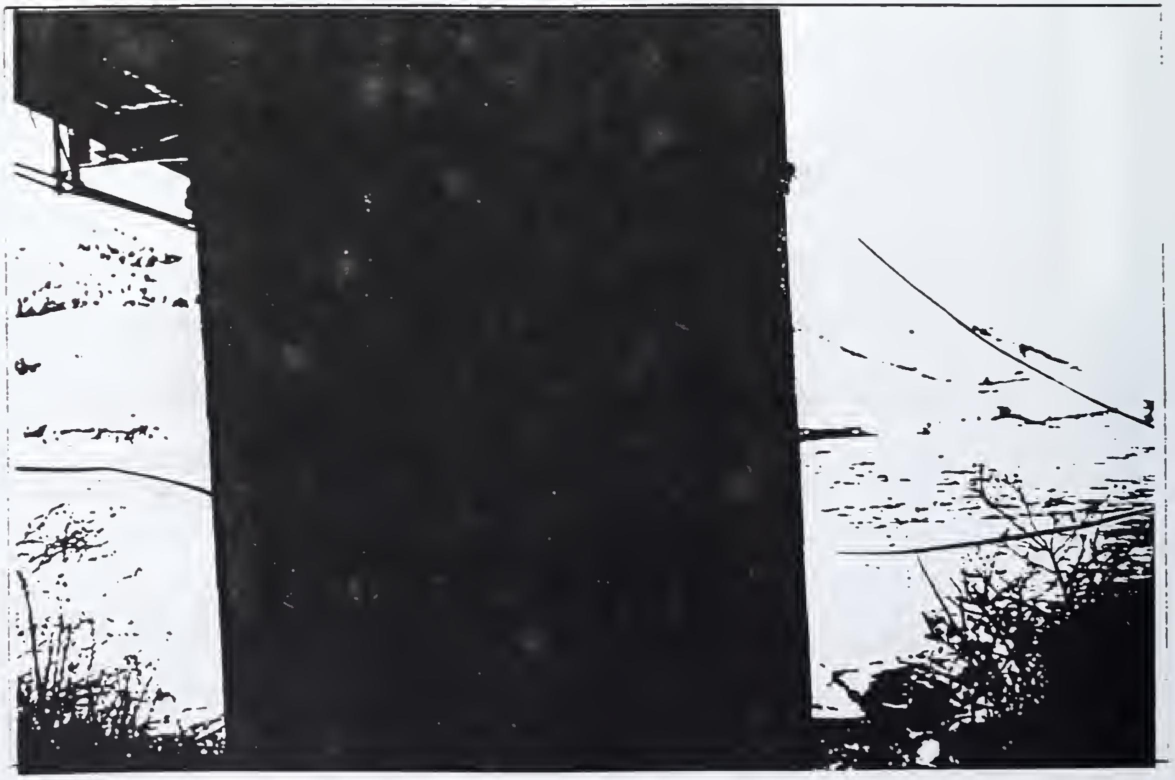
PAGE ___ OF ___

Structure Number: L 400 [illegible]

Location: 10 M W WINIFRED



FLANGE BUCKLING



CAISSON CASE CRACKED

Montana Department of Transportation

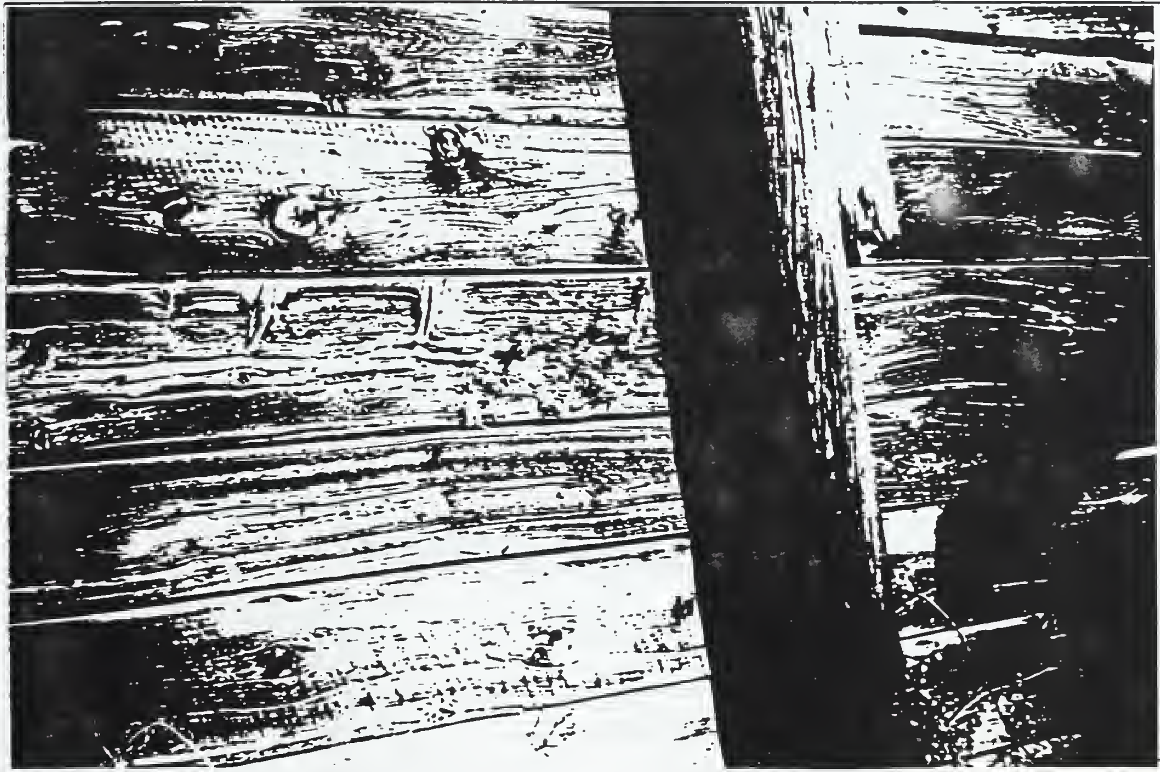
PHOTOGRAPHIC INSPECTION INFORMATION

PAGE ___ OF ___

Structure Number: L 49609029-0 700-

Location: 10 M W WINIFRED

ABUTMENT LEANING



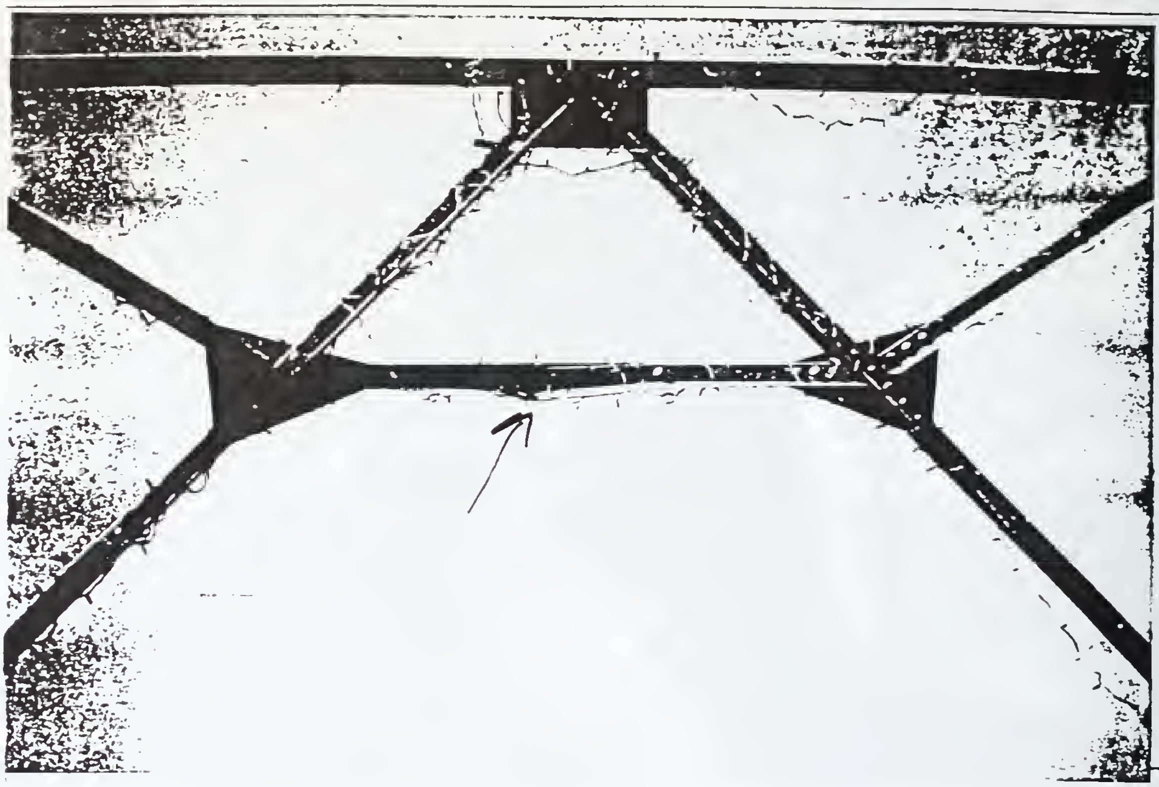
DECAY IN WINGWALL

PHOTOGRAPHIC INSPECTION INFORMATION

PAGE ___ OF ___

[illegible]

10 m W WINIFRED



TRAFFIC IMPACT

Montana Department of Transportation

PHOTOGRAPHIC INSPECTION INFORMATION

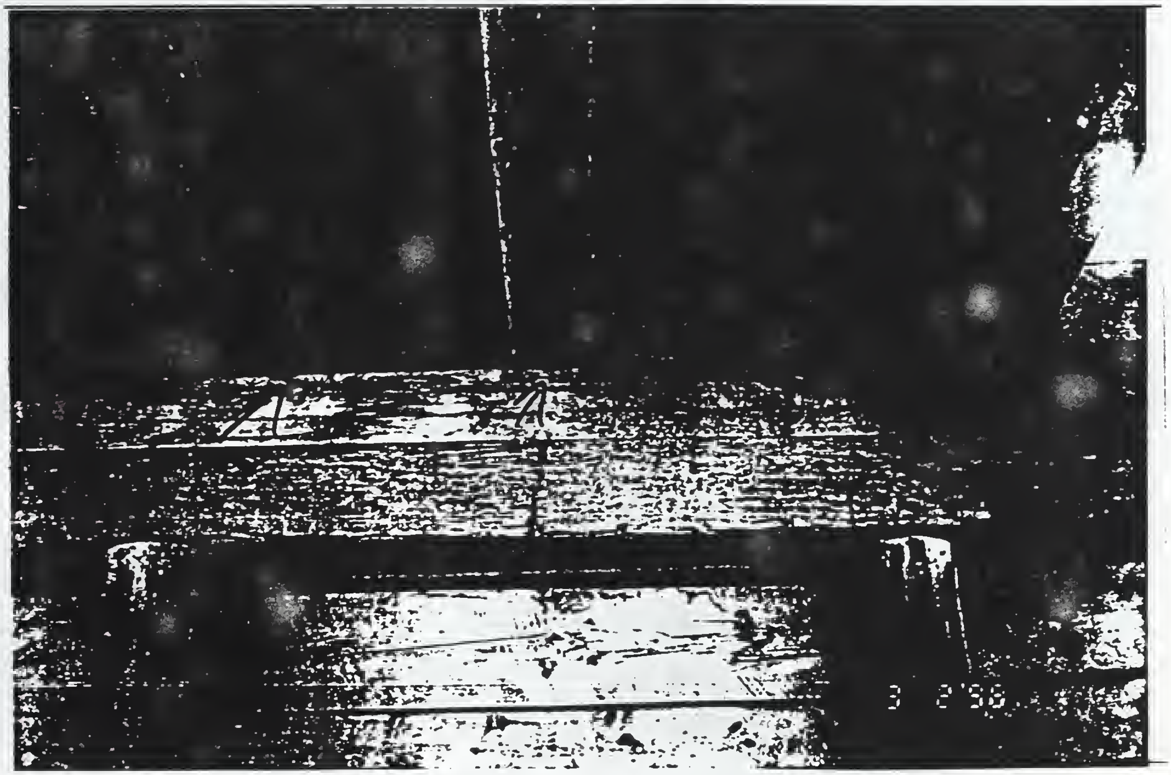
PAGE ___ OF ___

Structure Number L14001009+0.500-1

Location 10 M W WIN. FRED

3 2 98

CRACK IN GIRDER



3 2 98

CAP CRUSHING

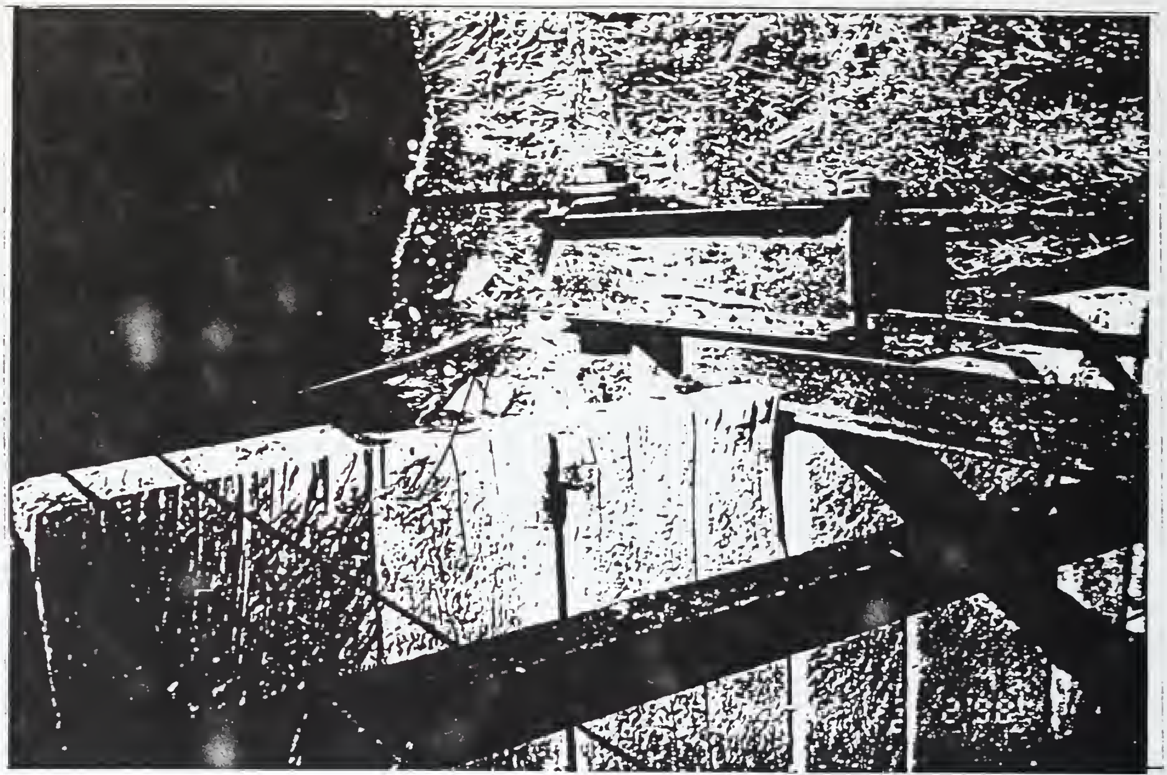
Montana Department of Transportation

PHOTOGRAPHIC INSPECTION INFORMATION

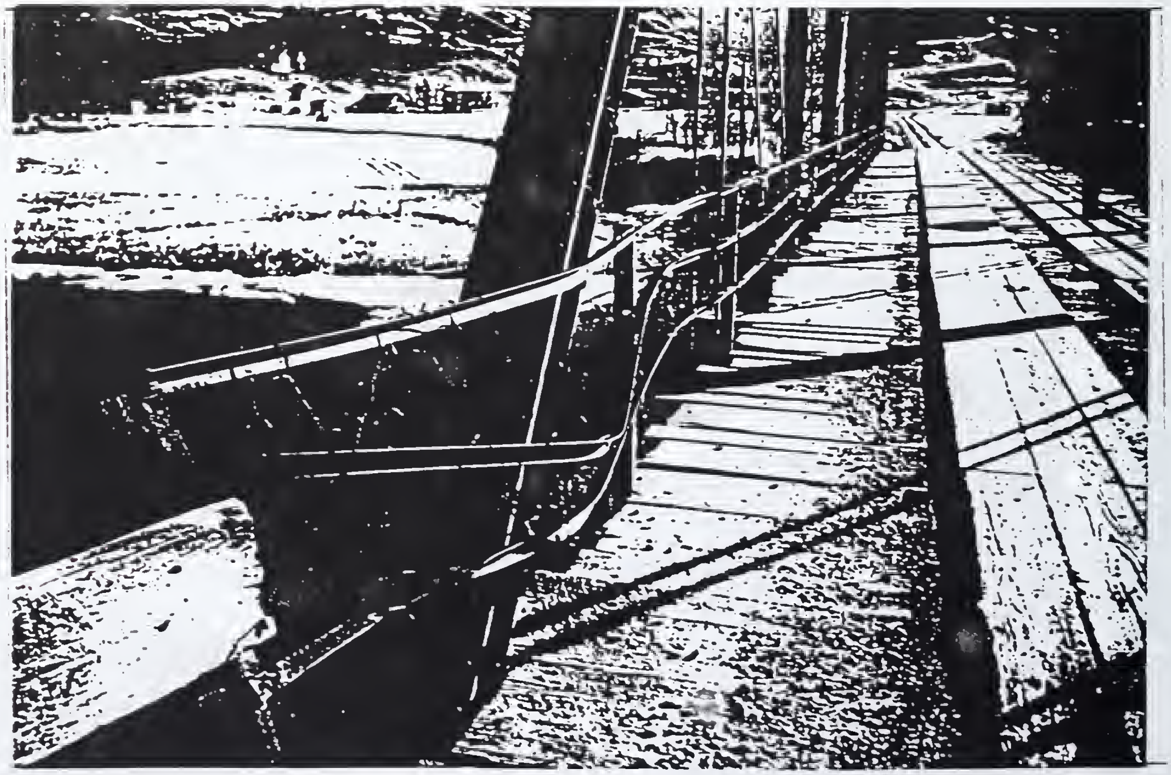
PAGE ___ OF ___

Structure Number L14001009-0.580-1

Location 10 M W WINIFRED



BROKEN "I" BAR



TRAFFIC IMPACT

Montana Department of Transportation

PHOTOGRAPHIC INSPECTION INFORMATION

PAGE ___ OF ___

Structure Number L14001009+0.500-1

Location 10 M W WINIFRED

HOLE IN DECK

POST LOOSE AND PULLING APART

Appendix C: Programmatic Agreement for Historic Roads & Bridges

PROGRAMMATIC AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
AND
THE MONTANA STATE HISTORIC PRESERVATION OFFICE
AFFECTING HISTORIC ROADS AND BRIDGES
IN MONTANA

WHEREAS, the Federal Highway Administration, Montana Division (FHWA), proposes to make Federal funding available to the Montana Department of Transportation (MDT) for that agency's ongoing program to construct or rehabilitate highways and bridges, and

WHEREAS, the FHWA has determined that this federally-assisted program may have an effect upon a certain class of properties included in or eligible for inclusion on the National Register of Historic Places and has consulted with the Advisory Council on Historic Preservation (Council) and the Montana State Historic Preservation Office (SHPO) pursuant to Section 800.13 of the regulations (36 CFR Part 800) implementing Section 106 of the National Historic Preservation Act (16 U.S.C.470f); and

WHEREAS, the FHWA and the MDT have developed a Historic Preservation Plan regarding roads and bridges and that document has been subject to review under 36 CFR 800.13 and has been agreed to by FHWA, SHPO and the Council; and

WHEREAS, the MDT participated in the consultation and has been invited to concur in this Programmatic Agreement;

NOW THEREFORE, the FHWA, the Council, and the Montana SHPO agree that the program addressed in this Programmatic Agreement shall be administered in accordance with the following stipulations to satisfy the FHWA's Section 106 responsibility for all individual undertakings of the program.

Stipulations

The FHWA will ensure that the following measures are carried out:

1) The FHWA and MDT will implement the Roads and Bridges HPP in lieu of compliance with 36 CFR §§ 800.4 through 800.6.

2) This Programmatic Agreement will remain in force for as long as the roads and bridges HPP is in force or unless Stipulation 9 of this Agreement is invoked.

3) FHWA will carry out the existing MOA's to preserve or record historic bridges that are now scheduled for replacement.

4) The MDT will prepare a report annually on its implementation of the HPP, and provide this report to the FHWA, Montana SHPO and the Council for review, comment and consultation as needed.

5) The Council and the SHPO may monitor activities carried out pursuant to this Programmatic Agreement, and the Council will review such activities if so requested by a signatary to this Agreement or by a member of the public. FHWA will cooperate with the Council and the SHPO in carrying out their monitoring and review responsibilities as stipulated in 36 CFR 800.13

6) Any party to this Programmatic Agreement may request that it be amended, whereupon the parties consult in accordance with 36 CFR 800.13 to consider such an amendment.

7) Any party to this Programmatic Agreement may terminate it by providing, in writing, forty-five (45) days notice to the other parties, provided that the parties will consult during the period prior to termination to seek arrangement on amendments or other actions that would avoid termination. In the event of termination, FHWA will comply with 36 CFR Part 800.4 through 800.6 with regard to individual undertakings covered by this Programmatic Agreement.

8) Should the Montana SHPO object within sixty (60) days to any stipulation pursuant to this Historic Preservation Plan, the FHWA shall consult with the objecting party to resolve the objection. If the FHWA determines that the objection cannot be resolved, the FHWA shall forward all documentation relevant to the dispute to the Council. Within thirty (30) days after receipt of all pertinent documentation, the Council will either:

    1. provide the FHWA and Montana SHPO with recommendations, which the FHWA and Montana SHPO will take into account in reaching a final decision regarding the dispute; or

    2. notify the FHWA and Montana SHPO that it will comment pursuant to 36 CFR § 800.6(b), and proceed to comment. Any Council comment provided in response to such a request will be taken into account by the FHWA and Montana SHPO in accordance with 36 CFR § 800.6(c)(2) with reference only to the subject of the dispute; the FHWA and MDT's responsibility to carry out all actions under this Historic Preservation Plan that are not the subjects of the dispute will remained unchanged.

9) In the event that the FHWA does not carry out the terms of this Programmatic Agreement, the FHWA will comply with 36 CFR Sections 800.4 through 800.6 with regard to individual undertakings covered by this Programmatic Agreement.

Execution and implementation of this Programmatic Agreement evidences that the FHWA has satisfied its Section 106 responsibilities for all individual undertakings of the program.

ADVISORY COUNCIL ON HISTORIC PRESERVATION

By: John M. Fowler Date: 7/17/97

MONTANA DIVISION, FEDERAL HIGHWAY ADMINISTRATION

By: Date: 7-9-97

MONTANA STATE HISTORIC PRESERVATION OFFICER

By: Date: 7-8-97

CONCUR

MONTANA DEPARTMENT OF TRANSPORTATION

By: Joel M. Date: 7/8/97

AMENDMENT
TO
PROGRAMMATIC AGREEMENT
AMONG
THE FEDERAL HIGHWAY ADMINISTRATION
THE ADVISORY COUNCIL ON HISTORIC PRESERVATION
AND
THE MONTANA STATE HISTORIC PRESERVATION OFFICE AFFECTING HISTORIC ROADS AND BRIDGES IN MONTANA

WHEREAS, the Federal Highway Administration, Montana Division (FHWA), proposes to make Federal funding available to the Montana Department of Transportation (MDT) for that agency's on-going program to construct or rehabilitate highways and bridges, and

WHEREAS, the FHWA has determined that this federally-assisted program may have an effect upon a certain class of properties included in or eligible for inclusion on the National Register of Historic Places and has consulted with the Advisory Council on Historic Preservation (Council) and the Montana State Historic Preservation Office (SHPO) pursuant to Section 800.13 of the regulations (36 CFR Part 800) implementing Section 106 of the National Historic Preservation Act (16 U.S.C. 470f); and

WHEREAS, the FHWA and the MDT developed a Historic Preservation Plan regarding roads and bridges and that document was reviewed and accepted by FHWA, SHPO and the Council, and

WHEREAS, that document did not include historic roads constructed before the creation of the Montana State Highway Commission in 1913, requiring the necessity of including those properties under a Programmatic Agreement as specified in Part VI, Section A(5)(1)(a) of the MDT's Roads and Bridges Historic Preservation Plan (See Attachment 2), and

WHEREAS, that the existing Programmatic Agreement/Historic Preservation Plan is supplemented by this amendment and its underlying provisions remain in effect to the extent that they have not been completed, and

WHEREAS, the MDT participated in the consultation and has been invited to concur in this Programmatic Agreement;

NOW THEREFORE, the FHWA, the Council and the Montana SHPO agree that the program addressed in this Programmatic Agreement shall be administered in accordance with the following stipulations to satisfy the FHWA's Section 106 responsibility for all individual undertakings of the program.

Stipulations

The FHWA will ensure that the following measures are carried out:

1) The FHWA and MDT will implement this amendment to the Historic Roads and Bridges Programmatic Agreement in lieu of compliance with 36 CFR §§ 800.4 through 800.6.

2) The MDT will acquire a 2± mile (10,560± linear foot) segment of the Mullan Road (24MN133) in Mineral County, Montana. The trail will be preserved and developed as a historic recreational/interpretive trail. The MDT will provide funding toward the development and interpretation of the trail and obtain a conservation easement on the property to assure its future preservation. The interpretive plan for the trail will be developed in cooperation with the Montana SHPO, the Montana Department of Fish, Wildlife & Parks and the Salish-Kootenai Tribal Preservation Office. The Mullan Road segment will be acquired by the MDT by June 30, 1999.

3) The MDT will provide $13,000 to the Montana Historical Society for partial funding of a conference regarding the historically significant Bozeman Trail. The conference will encourage research into the development and use of pre-1913 roads and trails, their preservation and development and interpretation for the public benefit. Other funding for the conference will be secured from the Montana Committee for the Humanities, Wyoming Humanities Council, Bozeman Trail Association, Frontier Heritage Alliance and other private organizations. The conference will be held July 28 – 31, 1999 (See Stipulation 2 above).

4) The MDT's financial contribution to the conference will function, along with other stipulations of the existing Plan, as mitigation for individual undertakings where segments of historic pre-1913 roads and trails may be affected by MDT road and bridge reconstruction projects.

5) A list of MDT projects that have the potential to affect segments of historic pre-1913 roads and trails is attached (See Attachment 1).

6) The MDT will provide funding for the installation of ten historic markers on pre-1913 historic roads and trails that are adjacent to Montana's primary and secondary highway system. The marker locations will be determined by MDT and SHPO.

7) The MDT will continue to record and assign Smithsonian trinomial site numbers to segments of historic 19th century roads and trails located within the MDT's five administrative districts. Where particular roads and trails segments involve features or historic significance on a statewide or national level, the MDT will consult with SHPO to develop a plan to avoid and/or incorporate the property into the MDT's undertaking as specified in Part VI, Section 4 of the existing Roads and Bridges Historic Preservation

8) The Council and the SHPO may monitor activities carried out pursuant to this Programmatic Agreement, and the Council will review such activities if so requested by a signatory to this Agreement or by a member of the public. FHWA will cooperate with the Council and the SHPO in carrying out their monitoring and review responsibilities as stipulated in 36 CFR 800.13

9) Any party to this Programmatic Agreement may request that it be amended, whereupon the parties consult in accordance with 36 CFR 800.13 to consider such an amendment.

10) Should the Montana SHPO object within sixty (60) days to any stipulation pursuant to this Programmatic Agreement, the FHWA shall consult with the objecting party to resolve the objection. If the FHWA determines that the objection cannot be resolved, the FHWA shall forward all documentation relevant to the dispute to the Council. Within thirty (30) days after receipt of all pertinent documentation, the Council will either:

    1. Provide the FHWA with recommendations which it will take into account in reaching a final decision regarding the dispute; or

    2. Notify the FHWA that it will comment pursuant to 36 CFR § 800.6(b), and proceed to comment. Any Council comment provided in response to such a request will be taken into account by the FHWA in accordance with 36 CFR § 800.6(c)(2) with reference only to the subject of the dispute; the FHWA's responsibility to carry out all actions under this Programmatic Agreement that are not subjects of the dispute will remain unchanged.

11) In the event that the FHWA does not carry out the terms of this Programmatic Agreement, the FHWA will comply with 36 CFR Sections 800.4 through 800.6 with regard to individual undertakings covered by this Programmatic Agreement.

Execution and implementation of this Programmatic Agreement evidences that the FHWA has satisfied its Section 106 responsibilities for all individual undertakings of the program.

ADVISORY COUNCIL ON HISTORIC PRESERVATION

By: John M. Fowler Date: 1/29/99

MONTANA DIVISION, FEDERAL HIGHWAY ADMINISTRATION

By: Date: 1-21-99

MONTANA STATE HISTORIC PRESERVATION OFFICER

By: ______________________ Date: 1-14-99

CONCUR

MONTANA DEPARTMENT OF TRANSPORTATION

By: ______________________ **Date:** 1/14/99

Appendix D: Public Involvement

THE FULLERTON BRIDGE WEST OF WINIFRED IS AVAILABLE FOR ADOPTION

The Fullerton Bridge about ten miles west of Winifred is available to anyone willing to assume the responsibility of maintaining it. The bridge crosses the Judith River on a county road ten miles due west of the community near the old Fullerton Post Office. It was constructed in 1910 by the Security Bridge Company of Billings. The structure is a single-span pin-connected Parker through truss bridge. It is 150-feet long, 28-feet high with a roadway width of 16-feet; the bridge is currently posted for *-tons. The truss span weighs approximately 30 tons without the deck.

Fergus County, along with the Montana Department of Transportation, intends to construct a new bridge on the existing alignment. Because the old bridge is historic, the County and Department of Transportation would give it to anyone willing to maintain and assume liability for it. The estimated demolition cost of $**,000 for each span could be applied to its relocation and maintenance. If interested in adopting the Fullerton Bridge west of Winifred, please contact Joseph Kolman at the Montana Department of Transportation at 444-6259 by June **, 1999.

BR 9014(16)
JUDITH R-W OF WINIFRED
(P.M.S. C#2475)

DISTRICT 5 (BILLINGS)

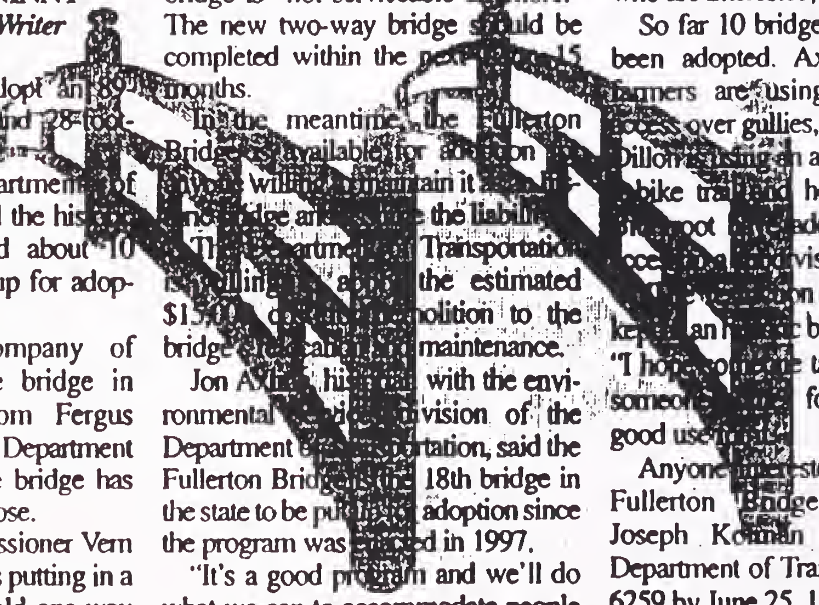
LEWISTOWN
NEWS-ARGUS
LEWISTOWN, MT 59457
SUN. & WED., 4,574

MAY 30 1999
SUPERIOR CLIPPING SERVICE
GLENDIVE, MT 406-365-6612

For sale: Historic old county bridge, needs a lot of TLC, must be moved

88

by SHANNON DININNY
News-Argus Staff Writer



Anyone looking to adopt an 89-year-old, 150-foot-long and 28-foot-high bridge?

The Montana Department of Transportation has placed the historic Fullerton Bridge, located about 10 miles west of Winifred, up for adoption.

Security Bridge Company of Billings constructed the bridge in 1910, but officials from Fergus County and the Montana Department of Transportation say the bridge has outlived its intended purpose.

Fergus County Commissioner Vern Petersen said the county is putting in a new bridge because the old one-way bridge is "not serviceable anymore." The new two-way bridge should be completed within the next [illegible] 15 months.

In the meantime, the Fullerton Bridge is available for adoption [illegible] anyone willing to maintain it [illegible] bridge and [illegible] the liability.

The Department of Transportation is willing to [illegible] the estimated $1,500 [illegible] demolition to the bridge [illegible] maintenance.

Jon Axline, historian with the environmental [illegible] division of the Department of Transportation, said the Fullerton Bridge is the 18th bridge in the state to be put up for adoption since the program was [illegible] in 1997.

"It's a good program and we'll do what we can to accommodate people who are interested," Axline said.

So far 10 bridges in the state have been adopted. Axline said several farmers are using the bridges for access over gullies, the Rotary Club in Dillon is using an adopted bridge over a bike trail and homeowners in the [illegible] have adopted a bridge for [illegible] division.

[illegible] is that it must be kept as an historic bridge," Axline said. "I hope someone takes it, and I'll bet someone [illegible] forward who has a good use [illegible]

Anyone interested in adopting the Fullerton Bridge should contact Joseph Ko[illegible] at the Montana Department of Transportation at 444-6259 by June 25, 1999.

LEWISTOWN
NEWS-ARGUS
LEWISTOWN MONTANA 59457
WEDNESDAY & SUNDAY 4,983

JUL 07 1996
SUPERIOR CLIPPING SERVICE
GLENDIVE,MT 406-365-6612

BR 9014(16)
(P.M.S.C#2475)

Comments sought . . .

Improvements are planned in the area

A project in the area is included in the draft Statewide Transportation Improvement Program (STIP), recently released by the Montana Department of Transportation (MDT).

MDT is seeking public comments on the projects and other improvements planned statewide over the next three years.

The improvement planned in this area is at Judith River, 10 miles west of Winifred, a bridge project over the Judith River.

The project is part of the firm building program described in the STIP, according MDT Project Analysis Engineer Jeff Ebert.

It identifies how state and federal funds will be used to meet transportation needs for highways, civil aeronautics, railroads and public transportation.

The STIP represents the department's best estimate of construction projects that will begin over the next three years, according to Ebert.

The STIP is developed annually, he said. It's based on assumptions about when funding will be available and projections on when design work, environmental documentation, land acquisition, permitting and related work can be completed.

In addition to road and bridge construction, the STIP includes projects under the Aeronautics Capital Improvement Program and the Local Rail Freight Assistance Program. Also included are programs in the public transportation area, where MDT acts as a facilitator and grant provider.

"The last year of funding is 1997 under the current federal transportation program, ISTEA," Ebert said.

He said future funding levels are uncertain and comments received on the STIP can help the department advocate for Montana's highway needs on the federal level.

For a copy of the draft STIP or to comment call 1-800-714-7296 or write the Montana Department of Transportation, Transportation Improvement Program, P.O. Box 201001, Helena, Mont. 59620-1001.

The TDD number for the hearing impaired is 1-800-335-7592. Alternative accessible formats of the information will be made available on request.

D:PAF-STD:PH103
Rev. 10/93

MAILING LIST
PRESS RELEASE COPY

TO: News media named below
: cc's checked below

DATE: December 16, 1993

FROM: Public Affairs Bureau

PROJECT: BR 9014(16)
Judith River-10 Mi. W. of Winifred
(2475)

X Engineering Division

X Carl Peil

__ Ron Williams (Dist. List)

__ Doug Morgan (Dist. List)

__ Don Dusek (Dist. List)

__ John Lewis (Dist. List)
(R&T)

X Jim Hill
(Dist. List)

X Environmental Bureau

X Dennis Unsworth
(Dist. List)

X Sean Seville
(Internat'l News Net.)

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District Engineer:
(Dist. List)

__ Jim Weaver

__ Jason Giard

__ Gene Stettler

__ Don J. Lovely

X Roy Ventura Jr.

Highway Commissioner:
(Envelope)

✓ Thorm Forseth
2037 Ridgeview Drive
Billings, MT 59105

NEWS MEDIA: (Envelopes)

Newspapers

✓ Lewistown News Argus
P.O. Box 900
Lewistown, MT 59457

Radio

✓ KLCM-FM & KXLO-AM
P.O. Box 620
Lewistown, MT 59457

T.V.

DPB:D:PAF:27.dlw

Montana Department
of Transportation

Public Affairs Bureau

PO Box 201001
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Marc [illegible] Governor

For further information, contact:
Roy R. Ventura, Jr. -- 252-4138
Dan Bartsch -- 444-6245

December 20, 1993

Bridge Replacement Planned

Plans are being prepared to replace the single-lane truss bridge over the Judith River about 10 miles due west of Winifred in Fergus County according to a spokesman for the Department of Transportation.

The project involves a preferred alternate to locate the new structure just downstream from the existing crossing with new approach to the west and north which will provide a smooth sweeping curve. The new bridge will provide a 24-foot wide driving surface. New right-of-way will be required and the county is to salvage useable stringers and decking from the existing structure.

Construction is expected to begin in the summer of 1997 but will depend on availability of funding and completion of design features. Your comments and concerns about this project should be submitted in the next few weeks.

For more information or to comment on the proposal, contact Roy R. Ventura, Jr., District Engineer, 424 Morey, P.O. Box 20437, Billings, MT 59104, phone 252-4138 or Dan Bartsch, Information Officer, 2701 Prospect Avenue, P.O. Box 201001, Helena, MT 59620-1001, phone 444-6245 (for the hearing impaired, the TDD number is 444-7696).

Project: BR 9014(16)
Judith River -
10 Miles West of Winifred

DPB:D:PAF:12.dlw-4